FEBRUARY 4, 1961. VOL. CCXLIV. No. 3166. TWO SHILLINGS AND SIXPENCE

THE SPHERE

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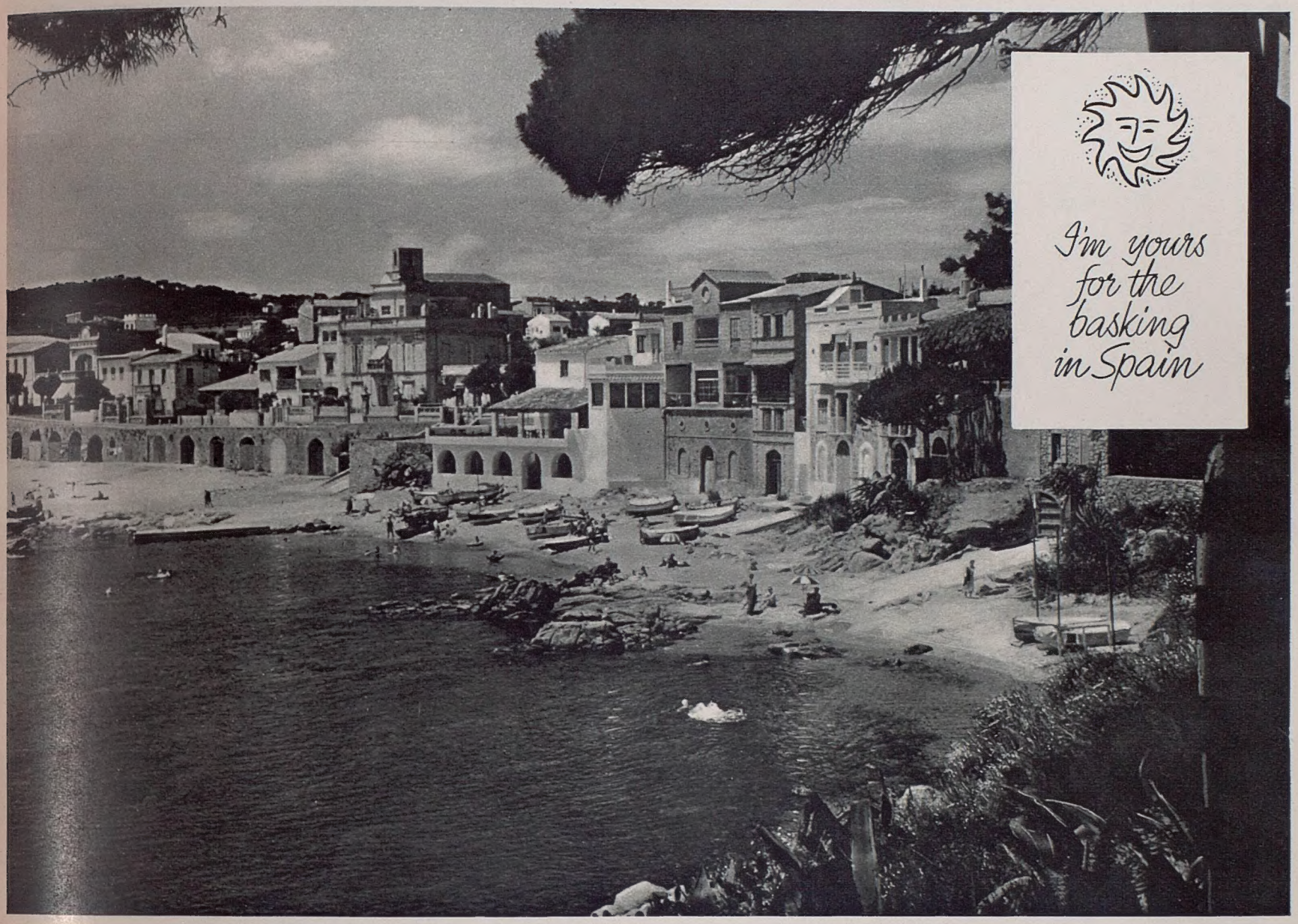

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Volume CCXLIV No. 3166

THE SPHERE

LONDON, February 4, 1961

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ROYAL DRIVE IN DELHI

The Queen and the Duke of Edinburgh acknowledge the crowds as they are driven by their Indian chauffeur after attending a Commonwealth reception at the Residence of the United Kingdom High Commissioner. The reception in Delhi was held a few hours after the Royal visitors had returned to the capital after their stay with the Maharaja of Jaipur at Sawai Madhopur. It was during this brief interlude that the Queen and the Duke went into the jungle for the tiger hunt. At Jaipur, before the tiger hunt, the Queen had entered the City Palace riding with the Maharaja in a golden howdah on the back of an elephant. Back in Delhi, on January 25, their round of engagements included attendance at a Scout display and a costume parade as well as the Commonwealth reception. On the next day, Her Majesty took part in the celebrations of the eleventh anniversary of the founding of the Republic. With the President and the Duke, she drove in a carriage procession to the saluting-base in Raj Path to watch the Republic Day Parade. Later in the day there was yet another reception for thousands of guests and finally a dinner with Commonwealth High Commissioners. From last Wednesday until February 16 the Queen and the Duke are visiting Pakistan

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NEWS SUMMARY

A crucial Security Council meeting; the "Battle of Fleet Street"; Arab states in conference; troubles continue in Africa

INTERNATIONAL

The Security Council was summoned in **New York** last Wednesday (February 1). On the outcome of the meeting it was thought the future of the United Nations operations in Congo might depend. On the preliminary agenda subjects for discussion included, though not necessarily in this order: Mr. Hammarskjold's warning to nations planning to withdraw their units from the U.N. force of the great dangers to U.N. in such action; a request from Ceylon, Yugoslavia and some African States for an investigation into "alarming" developments in Congo and the alleged ill-treatment and continued imprisonment of Mr. Lumumba; President Kasavubu's accusations of "flagrant interference" in Congo by the United Arab Republic. Sir Patrick Dean (Britain) is the Council's Chairman for February. Wednesday's meeting was to see the first appearance of Mr. Adlai Stevenson as the U.S.A. representative.

Reports were current in **Paris** early this week that M. Spaak was contemplating resigning the Secretary-Generalship of Nato. It was understood he wished to return to Belgian politics. He was Prime Minister of Belgium from 1938-39, Foreign Minister from 1939-46, and held both those posts again from 1947-49. M. Spaak, the second Secretary-General of Nato, was appointed in 1957. His predecessor was Lord Ismay.

GREAT BRITAIN

The struggle for power in Fleet Street reached a high pitch of intensity last week-end. First came the news that Mr. Roy Thomson was hoping to arrange a merger between his group, which includes *The Sunday Times*, and the Odhams group of Sir Christopher Chancellor, which includes a wide range of magazines and the *Daily Herald*. (For details of the proposed plan see page 166.) Shortly afterwards the *Daily Mirror* Group of Mr. Cecil King made a £33,000,000 share exchange offer for Odhams. The offer was a proposal to acquire all the 11,771,944 Ordinary Stock units of 10s. each of Odhams on the basis of nine new ordinary shares of 5s. each of *Daily Mirror* for every two of Odhams. Amalgamation of Odhams and the *Daily Mirror* would mean that most of the popular magazines published in Fleet Street would come under the control of one group. Mr. Cecil King stated that if he gained Odhams the *Daily Mirror* and the *Daily Herald* would never be amalgamated. Later there was understood to be a new entrant into the battle. Mr. Edward Martell, Chairman of the Establishment Committee of the *New Daily*, was reported to be hoping to form a consortium able to outbid the *Daily Mirror* for Odhams.

The Fleet Street battle was causing considerable concern in Conservative circles and it was expected that the Cabinet would consider the matter this week. Labour and Liberal leaders also reacted strongly. From the Labour side Mr. Gaitskell and Mr. George Brown called for an immediate inquiry and Mr. Jo Grimond, the Liberal leader, declared that the recent events justified a new Press Commission.

In the current influenza epidemic in Britain, which is mainly affecting the Midlands and the North of England, 754 people had died between January 1 and the end of last week. The figure for 'flu deaths over the same period of last year was 101.

FRANCE

Mr. Macmillan and Lady Dorothy spent last week-end at the Chateâu de Rambouillet, the Presidential country residence, some 30 miles south-west of Paris. Mr. Macmillan and President de Gaulle held informal talks in strict secrecy, spending most of their time on either side of a blazing fire in the large Salle des Marbres. The discussions ranged over all problems of mutual concern and were held in "a spirit of great cordiality."

MIDDLE EAST

The Foreign Ministers of the Arab League began a meeting in **Bagdad** last Monday. The League consists of the U.A.R. (Egypt and Syria), Iraq, Saudi Arabia, Lebanon, Jordan, Yemen, Sudan, and Morocco. Tunisia became a member in 1958 but left in the same year, alleging Egyptian interference in her internal affairs. More recently Tunisia has fallen out with another League member, Morocco, the

Captain Olmstead (left) and Captain McKone, the two survivors of the crew of the U.S. RB-47 aircraft shot down by the Russians last year, arrive at Amsterdam airport on their way home. They had been released in Moscow, having been held without trial since July

Government in Tunis having recognised Mauritanian independence and refused to support Moroccan claims to the territory of that new West African State. The differences between Tunisia and the League were to be discussed in Bagdad. Among other matters for consideration were understood to be Arab fears of Israeli influence in the new African states and a Yemeni complaint that British forces from Aden had "attacked" villages over the border of Yemen.

RUANDA-URUNDI

Reports over the week-end indicated a fresh crisis in the affairs in the Belgian-administered Trust Territory on the eastern borders of Kivu Province, in the Congo. Mwami Kigeri V, hereditary tribal ruler of Ruanda, the northern half, was deposed after a meeting of over 3,000 native councillors and a republic was declared. Kigeri V, the head of the Watutsi tribe, is believed to be pro-Lumumba and was reported to be in Leopoldville. Announcement of the changes was made by M. Joseph Gitera, President of the Ruanda Provisional Assembly in **Gitarama.** In 1959, the Belgian Government announced a programme of reform for the two hereditary kingdoms of Ruanda and Urundi, designed to transform the two parts of the territory into constitutional monarchies by 1962. The measures included administrative separation from Congo; changing the tribal system into a system of communes ruled by elected burgomasters; a national council each for Ruanda and Urundi; and a provisional Government for each region appointed by the ruler.

RHODESIA

The territorial conferences on Northern and Southern Rhodesia reopened after the Christmas recess at the beginning of this week. Mr. Duncan Sandys, the Secretary of State for Commonwealth Relations, flew to Southern Rhodesia for the conference under his chairmanship in **Salisbury.** The second territorial conference, on the future of Northern Rhodesia, started in **London** under the chairmanship of Mr. Macleod, the Colonial Secretary. All but one of the European delegates to this were absent—the whole delegation of the United Federal Party; and the two delegates of the Right-Wing European Dominion Party. The reason for the U.F.P. boycott was stated to be a communication to Sir Roy Welensky, who leads the U.F.P. in the Rhodesia-Nyasaland Federation, from the British Government in accordance with the Government's obligation to keep the Federal Prime Minister informed on matters concerning Federal territories. (It was understood that the communication showed that Mr. Macleod was thinking along fresh lines, including the possibility of universal suffrage.) There was strong criticism of the U.F.P. boycott from the African Nationalists attending the Conference, led by Mr. Kenneth Kaunda, of the United National Independence Party.

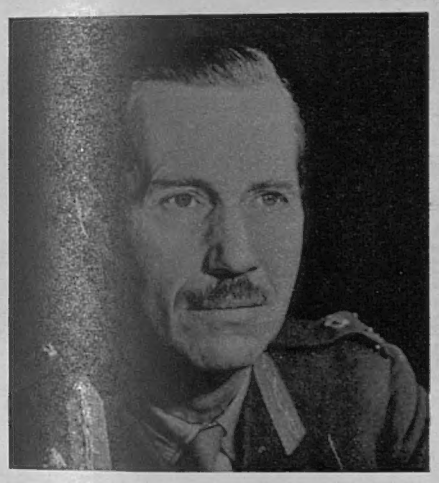
GAMBIA

Strikes and sporadic disorders were reported to be continuing at the beginning of the week in **Bathurst,** the capital of Gambia. The trouble started last week in the dockyard when strikers clashed with police and the strike leader was arrested. He was later released on bail. On the following days there were further clashes with police and twenty-nine people were injured.

Gambia, with an area of 4,100 sq. miles and a population of about 300,000, will be the sole remaining British colony and protectorate in West Africa when Sierra Leone becomes independent next April. Recently the Governor of Gambia, Sir Edward Windley, introduced constitutional changes which should eventually lead to self-government. No immediate reason could be seen for last week's disorders, but it was considered they might be due to the "wind of change" blowing from over the borders and economic weakness within the country. In neighbouring independent Senegal there is talk of a federation of "Senegambia." Gambia has little natural wealth. Its only export of size is groundnuts.

PRESIDENT KENNEDY WITH MEMBERS OF HIS CABINET AT THEIR FIRST MEETING IN WASHINGTON

In the White House from left, clockwise, are Mr. Day, Postmaster-General; Mr. Stevenson, U.S. Ambassador to U.N.; Vice-President Lyndon Johnson; Mr. McNamara, Secretary of Defence; Mr. Freeman, Secretary of Agriculture; Mr. Goldberg, Secretary of Labour; Mr. Ribicoff, Secretary of Health; Mr. Hodges, Secretary of Commerce; Mr. R. Kennedy, Attorney-General; Mr. Rusk, Secretary of State; President Kennedy; Mr. Dillon, Secretary of the Treasury; and Mr. Udall, Secretary of Interior



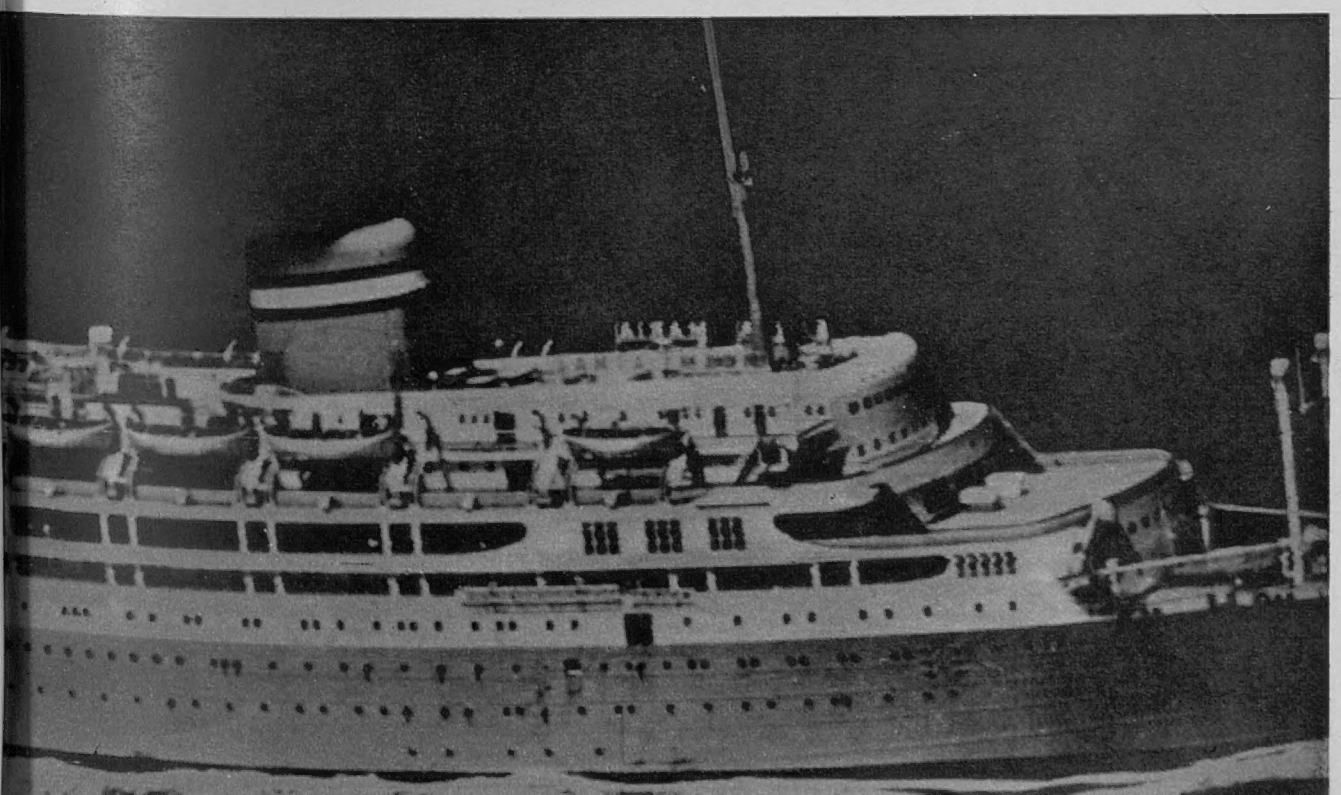
THE NEW C.I.G.S.

BRITAIN'S AMBASSADOR TO U.A.R.

Left: Mr. Harold Beeley was appointed last week British Ambassador to the United Arab Republic on the resumption of full diplomatic relations between London and Cairo. Mohammed El Kouny, U.A.R. Ambassador in Moscow, is to move to London. Mr. Beeley has been deputy U.K. representative to the United Nations since 1958

Far left: General Sir Richard Hull, at present Commander-in-Chief, Far East Land Forces, has been appointed to succeed Field-Marshal Sir Francis Festing as Chief of the Imperial General Staff. He was educated at Charterhouse and Cambridge

THE NEWS IN PICTURES



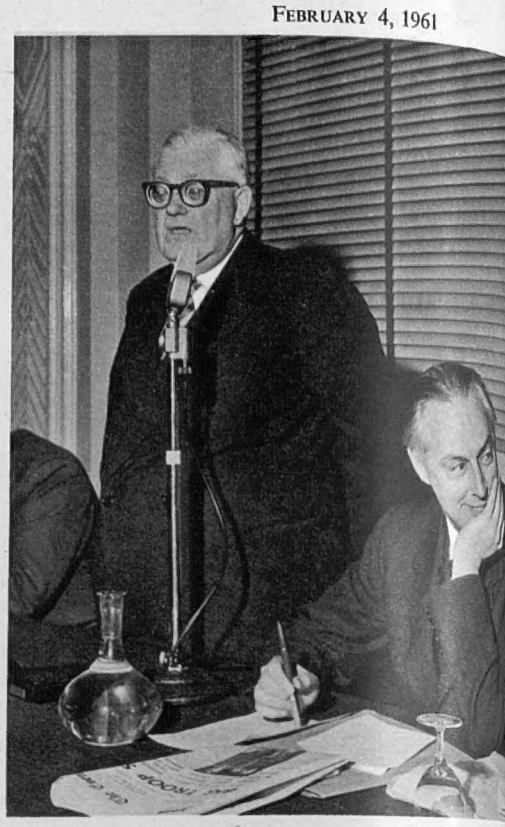
THE SANTA MARIA

The picture received by radio in London shows the Portuguese liner *Santa Maria* steaming in the Atlantic after her seizure by Captain Henrique Galvao and his band of seventy supporters. Their attack was made after the ship had left Curaçao with 600 passengers on board. A dead officer and eight men were put ashore in a lifeboat at St. Lucia in the West Indies. The intentions of Captain Galvao and his destination were a mystery. It seemed he was acting against the Salazar Regime in Portugal and on behalf of General Delgado, the exiled Portuguese Opposition Leader now in Brazil. Last Sunday the liner was heading for a Brazilian port and President-elect Janio Quadras of Brazil (see page 167) offered refuge to the rebels

During his short visit to Britain, Señor Alsogaray, the Argentinian Minister of Economy, calls at the Board of Trade for talks with Mr. Reginald Maudling, the President of the Board of Trade. It was one of several meetings he had with Mr. Maudling. He also visited the Stock Exchange, the Bank of England and the Treasury for discussions with Mr. Selwyn Lloyd

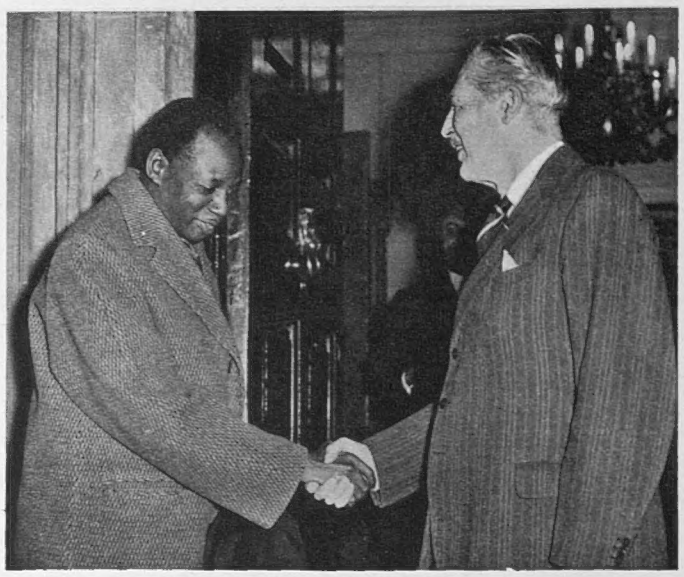
MR. MAUDLING AND SENOR ALSOGARAY

Far right: At a Press conference in London, Mr. Roy Thomson, head of Thomson Allied Newspapers, and Sir Christopher Chancellor, chairman of Odhams, answer questions on the proposed merger between Odhams Press and Thomson Newspapers. These are two of the largest newspaper and magazine groups in Britain. Mr. Thomson said that the reason for the merger was financial—a "natural marriage of convenience." The suggested method for the amalgamation was that Odhams would make a bid for Thomsons and that the new company, called Thomson Odhams Ltd., would have as its chairman Mr. Roy Thomson and as its deputy-chairman Sir Christopher Chancellor

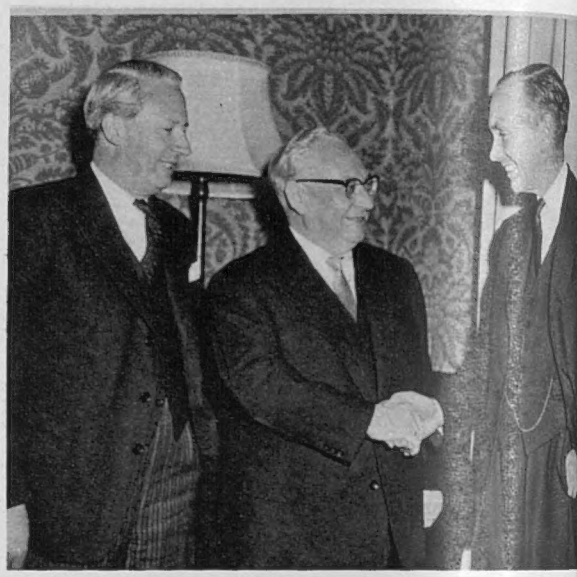


MR. ROY THOMSON AND SIR CHRISTOPHER CHANCELLOR

The Prime Minister of Senegal, Mr. Mamadou Dia, paid a short good-will visit to Britain last week. He had talks with Mr. Macmillan at Admiralty House in London, and also met Lord Home and Lord Lansdowne at the Foreign Office during the three days which he spent in London



MR. MAMADOU DIA AND MR. MACMILLAN



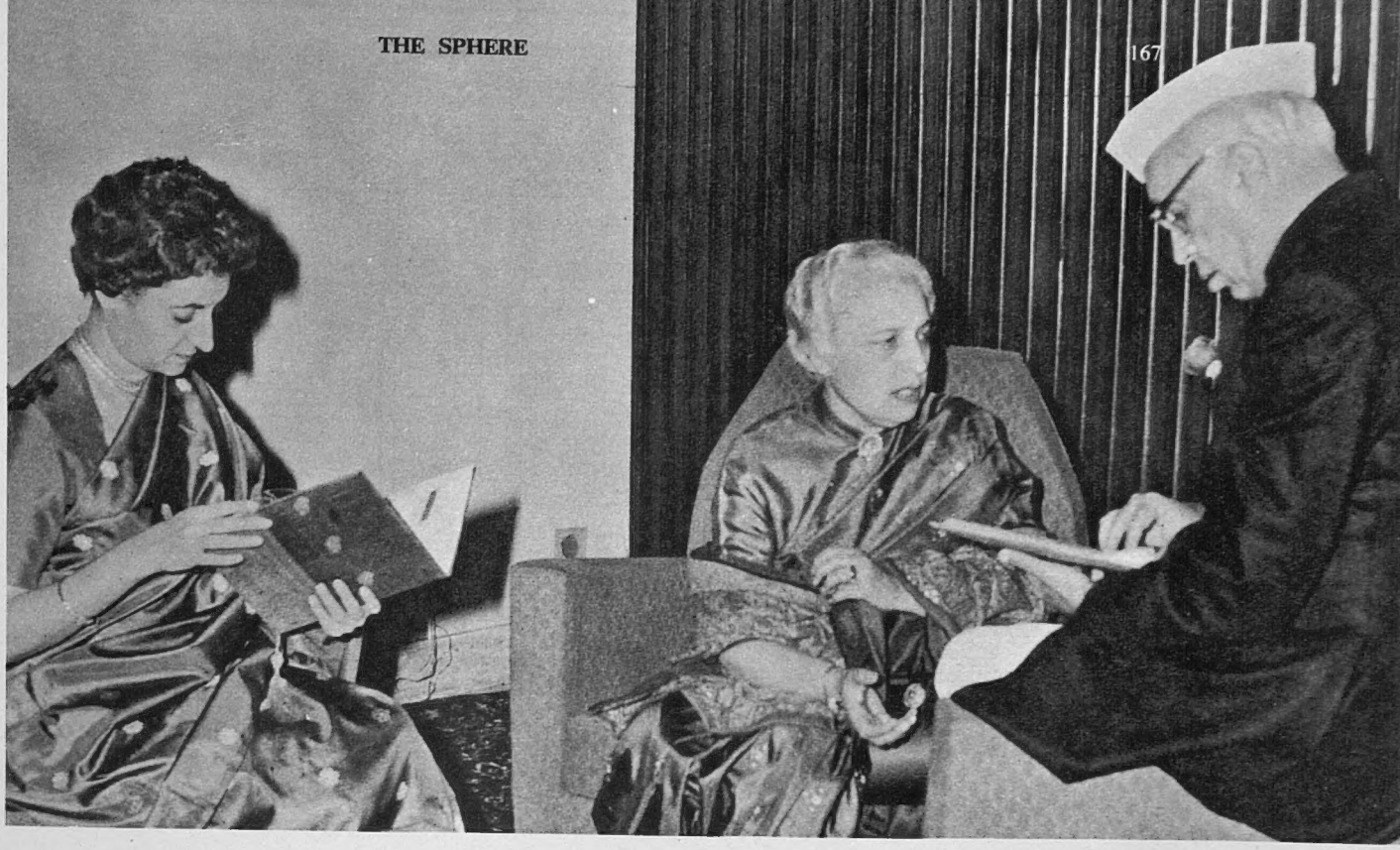
MR. HEATH, HERR OLLENHAUER AND LORD HOME

Far right: Herr Ollenhauer, the leader of the German Social Democratic Party, is with Mr. Edward Heath, the Lord Privy Seal, who has special responsibility for European Affairs in the Commons, and Lord Home at the Foreign Office. Herr Ollenhauer arrived in London last week at the start of a six-day private visit arranged by the British Government to maintain contacts with the Opposition in West Germany. Dr. Adenauer, the West German Chancellor, is to visit London this month

SEVERE COLD SPELL IN THE U.S.

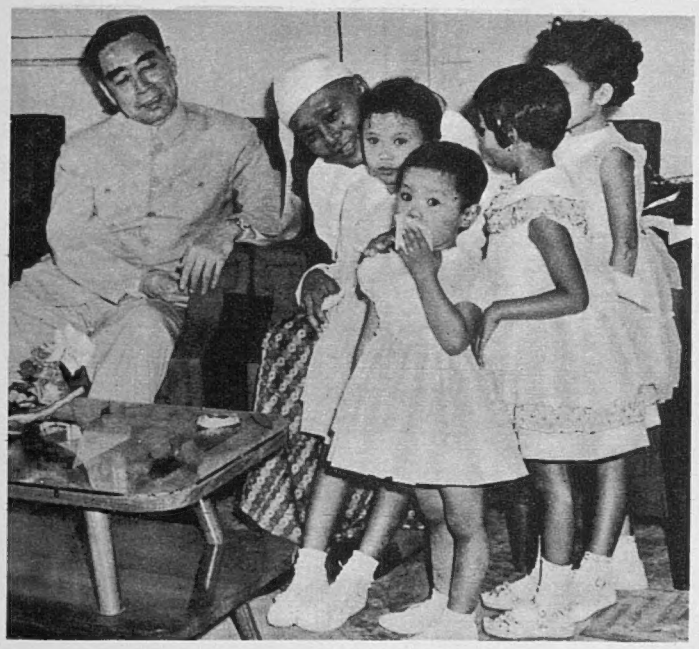
Tugs manœuvre through the floating ice on the Hudson river. The view is from Manhattan looking towards the New Jersey shore. The end of January saw a bitterly cold period over the eastern half of the United States, with sub-zero temperatures in the early hours of the morning in New York. The liner *United States* was delayed twenty-four hours in a voyage to New York, held up by severe gales in the Atlantic; she was twice forced to heave-to by waves 60 ft. high. There were blizzards over much of the eastern part of the U.S., which caused over seventy deaths. The freezing weather extended as far south as Florida, with many degrees of frost in a number of places, and also to parts of Texas

THE NEWS IN PICTURES



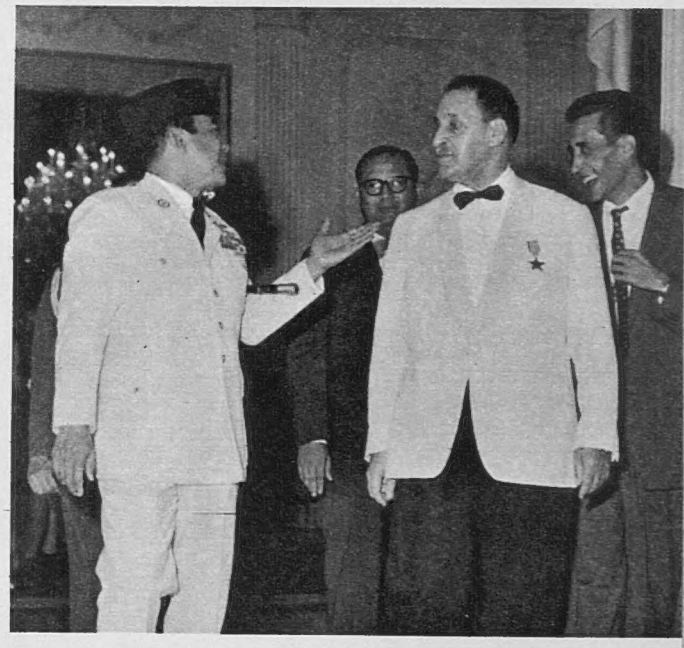
MR. NEHRU WITH HIS SISTER, MRS. PANDIT (CENTRE), AND HIS DAUGHTER, MRS. INDIRA GANDHI

The Prime Minister of India, his sister, who is Indian High Commissioner in London, and his daughter sit in an hotel in New Delhi waiting for the arrival of the Queen for a show of Indian women's fashions. The occasion was during the early days of the current Royal Tour of India and Pakistan. Shri Jawaharlal Nehru, who is aged seventy-one, has been Indian Prime Minister and Minister for External Affairs since 1947. Mrs. Pandit was appointed High Commissioner to Britain and Ambassador to Ireland in 1954. She has also had the post of Indian Ambassador to Spain for the last two years



TWO PREMIERS IN A DOMESTIC SCENE

At his home in Rangoon, U Nu (in white cap), the Prime Minister of Burma, introduces his grandchildren to Mr. Chou En-lai, the Prime Minister of China. The latter visited the Burmese capital last month to sign the ratification of the Sino-Burmese Frontier Agreement. U Nu returned to the Premiership last year. Mr. Chou has held his office since 1949



INDONESIA HONOURS FERHAT ABBAS

Far right: President Sukarno (left) of Indonesia talks with Ferhat Abbas, Prime Minister in the Algerian Nationalists' Provisional Government, before a dinner in the Merdeka Palace in Jakarta. The President had just presented the leader of the Algerian F.L.N. movement with the Indonesian order of the Guerrilla Star, which he wears

A PRESIDENT-ELECT PREPARES TO TAKE OFFICE

Raised arms acclaim Senhor Janio Quadras as he arrives back in Rio de Janeiro after a tour of Europe. He was to be inaugurated as President of Brazil last Tuesday (January 31). President Quadras succeeded Dr. Juscelino Kubitschek, who assumed office in January 1956. Under the Constitution of 1946, which restored popular Government, the Presidency runs for five years and no Head of State can serve successive terms

AN EX-PRESIDENT ENJOYS HIS LEISURE

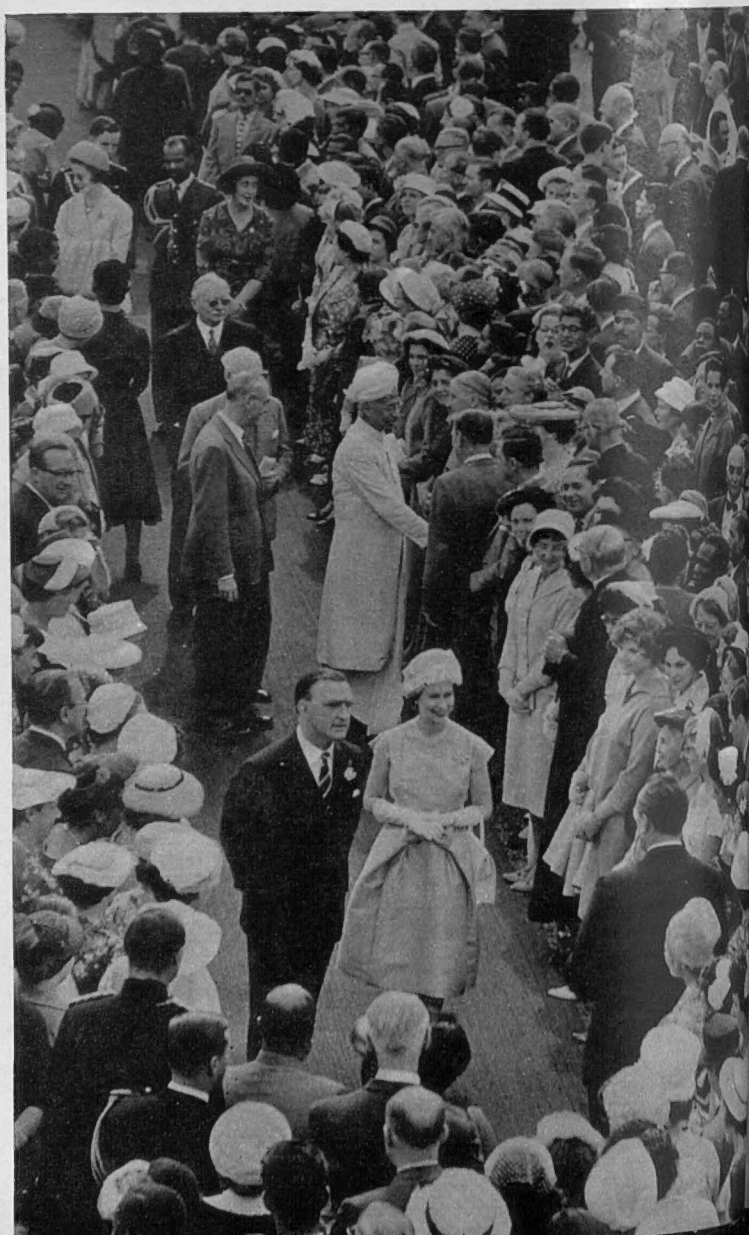
Far right: General Eisenhower raises his gun at Blue Springs Plantation, near Albany, in Georgia. His dog Rap is pointing in front of him. After giving up office the former American President went to Blue Springs for a ten-day quail-shooting holiday. On January 20 he became the third living ex-President of the U.S.A. The others are Mr. Harry Truman, who held office from the death of President Roosevelt in 1945 until January 1953, and Mr. Herbert Hoover, who was President Roosevelt's immediate predecessor at the White House in Washington from 1929 to 1933

The Queen is with President Prasad at a Presidential reception in Delhi

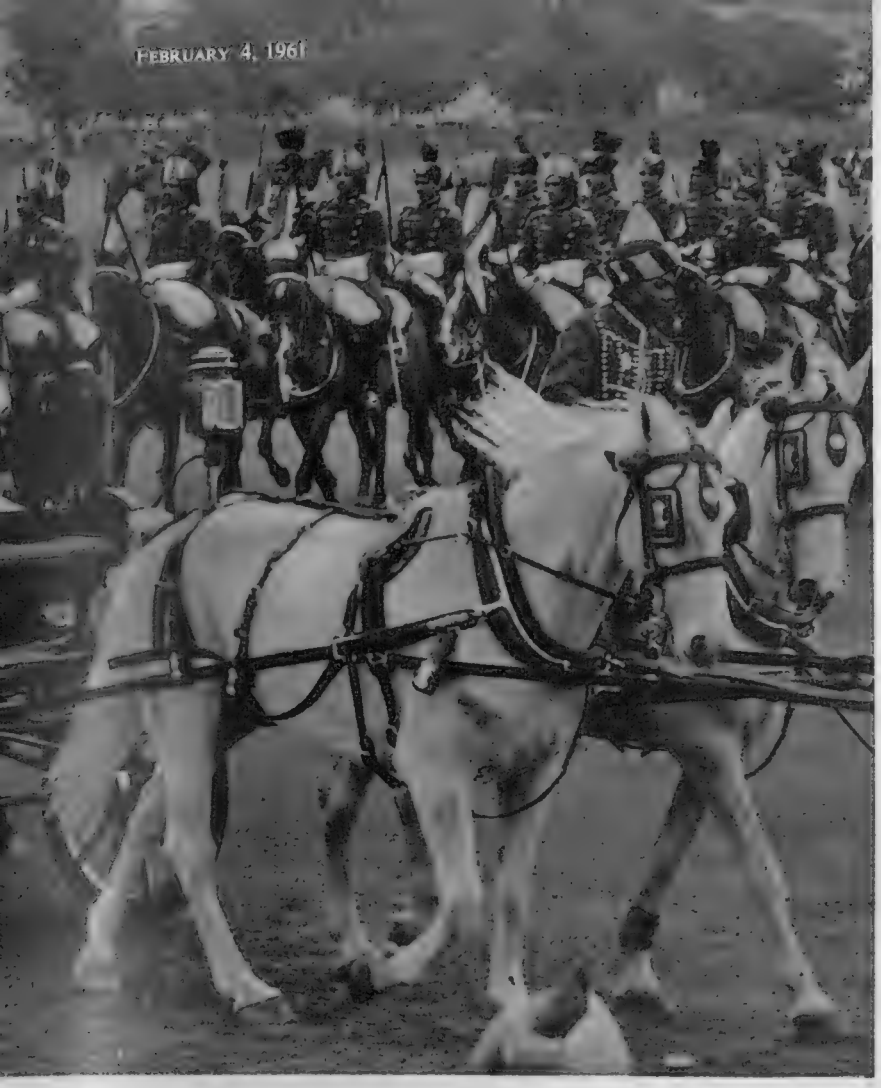
Accompanied by President Prasad, Queen Elizabeth is driven in a carriage procession to

The Royal Tour

IN DELHI AND JAIPUR



At Jaipur, the Queen visits the new model village. **Right :** She walks through the crowds at the Commonwealth Reception at the United Kingdom High Commissioner's residence in Delhi



our polo grounds, Delhi, to watch the Duke of Edinburgh take part in an exhibition game

Mr. Nehru points out details of beating Retreat, part of the Republic Day observances

Queen Elizabeth arrives at the display by Delhi State Bharat Scouts and Guides, one of her engagements during a busy day in the Indian capital

JOHN CONNELL

HOW PEACEFUL IS COEXISTENCE?

Dazed with the difference between them and us, I record the fact that after his inaugural address, after watching a long, snow-spattered parade, and after attending all five inaugural balls in Washington, President Kennedy went, at two o'clock in the morning, to call on Mr. Joseph Alsop, the distinguished political commentator. Having rung the bell loudly enough and long enough, the President was let in and spent an hour-and-a-half talking to Mr. Alsop. What, I wonder, would any British journalist feel like if, at the end of a long day of kissing hands, Cabinet-making, being televised, and so forth, a newly-victorious Prime Minister got him from his bed well after midnight and sat talking politics with him for an hour or more?

Yet this startling little episode (did Mr. Alsop take it for granted? Did he say, " Come right in, Jack. Guess you 'll have it on the rocks "? It is maddening not to know) is merely an illustration of the abounding energy with which, from the moment of his final assumption of authority, he addressed himself to his task—or rather to the vast multiplication of tasks which confronted him.

Clearly he had an order of priorities, and of the first priority was the theme of East-West relations. He entered at once into a long round of consultations with his advisers on external affairs and on defence. An appropriately courteous and forthcoming answer was composed to Mr. Khrushchev's double-edged message of welcome. The U.S. Ambassador, at Mr. Khrushchev's invitation, had a two-hour talk with the Russian leader in the Kremlin. Mr. Kennedy got down to the problem of Laos.

Discussing foreign policy in Washington—the U.S. Secretary of State, Mr. Dean Rusk; President Kennedy, and the Secretary of Defence, Mr. Robert McNamara

Mr. Adlai Stevenson, the new American representative at the United Nations, presented his credentials to the Secretary-General, and stayed for a long discussion. Within forty-eight hours of the inauguration ceremonies it was obvious that the new regime was firmly and vigorously set upon the road which it wished to follow; and the eager summiteers (who include Mr. Macmillan) had received clear warning that Mr. Kennedy and Mr. Rusk would prefer to work in East-West negotiations through " the quiet, unpublicised, normal diplomatic channels " rather than by way of summit conferences. By the beginning of last week *The Times* felt sure enough of the general trend in the United States to head a most informative despatch from its Washington correspondent " New Phase in U.S.-Soviet relations."

Here, I am sure, is the real rub. There can be no doubt whatever that Mr. Kennedy and his colleagues are sincerely eager that there should be a new phase; Mr. Khrushchev has made one or two superficially agreeable gestures. He refrained, at any rate, in the first few day's of Mr. Kennedy's Presidency, from reviling him, snarling, spitting and banging the table. And he released the two U.S.A.F. officers taken prisoner when Russian anti-aircraft guns shot down the RB-47. I admit the timeliness of this action; I cannot conceive that it was performed either out of respect for international law or on grounds of humanity. It was a spectacular and nicely calculated propaganda bull-point. But the young man in the White House, eager though he is, is no simpleton. He knows perfectly well that Communism wears a double-face and that Communists are past-masters in double-talk.

If you look for a moment at any single specific issue under dispute, and ponder it in detail rather than broad and vague generalisations, you come abruptly up against the realities of the East-West conflict. On the day that London's *Times* was pointing out, quite rightly, that a Soviet acceptance of the West's plan for Laos would be a first step towards improving relations and bringing the international situation back to normal, the *New York Times* reported, in a message from Moscow, that this plan was being coolly received by the Russians, who hold to their demand that the participants in the 1954 Geneva conference on Indo-China should reconvene to settle the conflict. The double-edge begins to cut, doesn't it?

It also has to be realised that all Communist manœuvres in the current phase are governed by Mr. Khrushchev's definitive description of the policy which is the practical application of the Moscow Manifesto. The Soviet Union, Mr. Khrushchev has made perfectly clear, desires to avoid a total, thermo-nuclear war, because it would be bound to kill a great many of its own people, in addition to wiping out millions of us in the capitalist countries. The Soviet Union dislikes what Mr. Khrushchev described as " local wars," such as the Sinai-Suez conflict of 1956. It is interesting to note that Mr. Khrushchev is anxious to spread the myth that the Russian threat to bomb London brought the Anglo-French operation to a halt. That, as Mr. Michael Ionides pointed out in a bitter little letter to *The Times*, is a whopping lie.

And there is one kind of war of which the Soviet Union does approve: " a war of national liberation "; and this within the framework of " peaceful coexistence." With this authoritative pronouncement in mind, we must, I think, face the fact that when Mr. Khrushchev or any other Russian leader says " peaceful coexistence," he means " continued cold war and the active support by the Soviet Union of its agents all over the world, from Castro in Cuba to Lumumba in the Congolese Republic."

If this is understood, then Mr. Khrushchev's present attitude is comprehensible; and the statement by Mr. Mikhail Suslov, who, as the leading exponent of orthodox Marxist doctrine, made a report to the Soviet Communist Party Central Committee to the effect that war is not now fatally inevitable, can be placed in its proper context. Mr. Suslov's gloss on his pronouncement is significant: " The time has come when it is possible to curb the attempts of imperialist aggressors to touch off a world war, when it is possible to avert it. Peaceful co-existence is the only correct and reasonable principle of international relations." Which, being translated out of double-talk, means: " It gives us, the Communists, all the initiative and all the advantage all along the line."

Russia's Chinese allies, who run to a perfectly adequate line of double-talk themselves whenever they think it may help, are, at present, offensively outspoken. I believe that there *were* grave differences, not about the ultimate aims of Communism but about the tactical methods of fulfilling those aims, between the Russians and the Chinese for many months. I do not think that the West had any real chance of bringing about a permanent cleavage, but we might have been a good deal tougher and a good deal more clever than we were in exploiting the differences. We botched that opportunity. The long all-Communist summit conference in Moscow brought about, in my view, a fairly comprehensive agreement on tactics, which has not only preserved " face " all round, but has left both the Soviet Union and the Chinese People's Republic able to pursue their separate propaganda lines.

Mr. Khrushchev indicates that he would like, on his own terms and in his own way, to indulge in a little billing and cooing with the West. If the Western leaders show signs of any normal caution, then they can —at any moment—be unmasked as cynical, opportunist, capitalist adventurers and warmongers, contrasted with the Picasso dove-like figure of Mr. Khrushchev. Meanwhile the Chinese can go on describing Mr. Kennedy and his Cabinet as representatives of " monopolist pressure groups " in the United States; can denounce Mr. Kennedy himself as a supporter of Senator McCarthy, a man who only reached his present eminence by the influence of his father, a " Boston tycoon "; and can describe the new Secretary of State as a yes-man who played a significant role in unleashing the United States war of aggression in Korea.

We have not entered the millennium with Mr. Kennedy's assumption of the purple (as *The Guardian* demurely described his inauguration); and it is greatly to the new President's credit that he made his own recognition of this fact extremely clear from the outset. He, himself, is, above all, a realist. He can also write and speak with superb simplicity. He employed a beautifully vivid phrase to describe the times through which we have lived since 1945: " a hard and bitter peace."

Private, unpublicised diplomatic conversations may go on; the disarmament negotiations may be resumed at Geneva; Mr. Khrushchev may (or may not) get the new Summit talks for which he is clamouring; the West may strengthen its links with the emergent and uncommitted nations; the years will turn; Canon Collins's marches to Aldermaston may go on and on and on. But a hard and bitter peace is likely still to be our lot.

Sword in hand, President Kasavubu of Congo inspects his troops with his just-promoted Commander-in-Chief, Major-General Mobutu. The occasion was a ceremonial promotion parade at an army camp near Leopoldville, when Congo's strong man and leader of the Army, the former Colonel Mobutu, received official recognition of his position. He has been succeeded as Acting Chief-of-Staff by Major M. Kilembe. With fears of still more widespread fighting in Congo, President Kasavubu's army appeared likely to become even more important. At a meeting in Leopoldville last week, the Congolese President addressed about a hundred delegates from various parts of the State and over 300 observers, including Mr. Ian Scott, the British Ambassador in Leopoldville, and members of the U.N. Conciliation Commission. The meeting was held in preparation for a major conference this month. Mr. Kasavubu called for a united Congo with a large measure of regional autonomy. Political and tribal groups control Katanga, South Kasai, and Orientale and Kivu Provinces. Mr. Tshombe and the Luluaba share Katanga, and pro-Lumumba forces are in power in Orientale and Kivu. The position of the United Nations has been aggravated by announcements that various countries are withdrawing their troops from the Security Force—about one-fifth of its strength of 16,000 combat and auxiliary troops. Involved in the withdrawal were the United Arab Republic, Indonesia, Guinea and Morocco

MOBUTU PROMOTED

b

The Archbishop of York, Dr. Ramsey, nominated to succeed Dr. Fisher at Canterbury, is with some of the young people he had just confirmed at Guisborough, Yorkshire

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2

A COURTESY VISIT. The Queen is triumphantly progressing with her courtesy visits to India and Pakistan, in which two vast countries a very warm reception of her was never in doubt. She was never Empress of India. There is no political significance in either visit. (There never is in the visits of Sovereigns.) What was, was; what is, is. She is putting the official seal on the new relationship already established between equal partners, and seeing for herself what can be achieved in the briefest time, when newly-won independence is used with restraint, discipline, patience and common sense; and, all things considered, her reception in both countries is likely to be no less warm and respectful (and to redound even more to the credit of Britain) than if a magic carpet could have carried the first Empress of India to those distant dominions. Queen Victoria would have loved to use it, and India would have given a Goddess's reception to that dumpy, dignified figure in widow's weeds. Her great-great-grand-daughter will receive everywhere a much more human tribute. She comes, not as a legend and a mystery, but as a personality widely known and everywhere admired and understood. It was said that she might shoot a tiger. She is known to enjoy deer-stalking in her native forests. The anti-blood sport fraternity (of whom I am not one) would prefer that she did not. If she did, I hope that the victim had come within range with as little "human planning" as is necessary in such arrangements, and that her shots were as accurately placed as were her grandfather's in Nepal in 1911. What 's a tiger-skin more or less among the mementoes of so golden and exciting a journey?

DR. FISHER. Dr. Fisher resigned the See of Canterbury after sixteen years as Primate, at the height of his reputation and before his powers showed signs of decline. He wisely did not attempt to follow the main road of his great predecessor, Dr. Temple, and indeed in character they were very different. Both were great scholars, both had been great headmasters (of Repton). Dr. Temple essentially held that the Church must play a greater part in political events and thought; he strove to give the Church a greater influence in guiding and directing mundane affairs. Dr. Fisher, on the other hand, saw a danger in the Church becoming too immersed in politics and social matters, while it was still itself in need of reorganisation. His reforms in the Canon Law and his success in improving the financial conditions of the clergy stand high among his achievements. He leaves the Church more efficiently administrated than it has ever been under modern conditions. For the rest, it was his determination, in the face of narrow prejudices, to secure closer co-operation with other communions, and his recent visits to the Near East and to the Vatican set a crown on his patient, unhurried efforts. There were few critics of Temple, but Dr. Fisher came in for a fair share of criticism. Some said he was himself too "social," some said he was too frank. Many complained that, in the way of headmaster, he too much enjoyed talking. Certainly he is a witty after-dinner speaker and always in demand. Marlborough produced in his time several illustrious alumni, including an Archbishop and a Lord Chancellor. Dr. Fisher was a scholar or a schoolmaster until he was forty-five; he became Bishop of Chester with the very minimum of pastoral experience. He more than made up for that lacuna in the See of Canterbury. He constantly preached in parish churches and knew his minor clergy and their parishioners well. A Primate has always a very special relationship with his Sovereign. Dr. Fisher married

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Mr. Armstrong-Jones is surrounded by spectators and photographers as he leaves at the end of his first day's work at the Council of Industrial Design's headquarters in London

and crowned the Queen and baptised all her children, thereby performing in his term of office what was perhaps a record.

RINGING THE CHANGES. It has been said that butlers and prime ministers alike should know when to quit. It may be true of Primates also. Dr. Fisher has chosen to retire and he certainly leaves his successor a more efficient instrument to his hand than Temple left to his successor. The choice of Dr. Fisher's successor took no more than three days to weigh and announce. Dr. Ramsey is the ninth Primate to be translated from York. He is among the most learned of churchmen, but very outspoken and approachable. A good mixer. We get the pattern of the objectives of the latest Primates, the ringing of the changes. For Dr. Temple, to increase the Church's influence in public and political affairs; for Dr. Fisher, to limit that influence and concentrate on the Church's internal reorganisation so as to forge a more efficient instrument to cope with the challenge of our times; for Dr. Ramsey, to see that this more efficient instrument has greater freedom from State interference in managing its own affairs and ordering its forms of worship. The promptness with which the succession to the Sees of Canterbury and York was announced makes it certain that the Queen and Premier had much longer notice of Dr. Fisher's intention. It is always a matter of meticulous weighing of characters, and of balance between High and Low, before new Archbishops are appointed.

A NEW INQUIRY. The Central Council for Health Education is starting a new and comprehensive inquiry. This time it is into the sex life of adolescents. Though not a recognised prophet, I can supply readers with a preview of their findings after long research:

1. Lack of parental control and good example.
2. " Suggestive " advertisements and films.
3. Sensational reportage of the sex life of notorious people.
4. The apparent " success " of misdoings of all kinds.
5. The decay of religion.
6. Too much drinking.
7. Too easy money, and too easy means to avoid the consequences of folly.

I don't know how many, if any, of the defence witnesses or jury in the Chatterley trial will be co-opted to the working party. Probably no such stiffening will be necessary. Accordingly, I do not add an eighth item (which I should seed quite high in the list)—Lady Chatterley *et hoc genus omne* which, in America and England to-day, provide harassed publishers with the means to publish worth-while books.

POOR DEVIL ! Most authors, whether authors of good or evil, if they cannot secure praise, seem to prefer adverse criticism, to total neglect. Sharp criticism at least keeps their names in the public picture and sometimes tempts the curious to read their works. What no author can endure is to be totally neglected. So with the Devil (otherwise Satan), once a best-seller. When the Convocation of Canterbury met last week to consider the proposed New Catechism, a number of clergymen (perhaps authors themselves) appreciated this point and felt a sneaking sympathy with the old boy, whose name is totally omitted from the first draft; and the Convocation has undertaken to see if his once potent name cannot still be slipped in somewhere. I think it is fair and realistic to make the effort. Authors are much inclined to scratch each other's backs; the most flaming notices usually come from author-critics; and nowadays the authors of evil tendencies expect to get the best Press and are seldom disappointed. All things considered, I think the Devil has a just grievance which I hope will be put right. After all, he has been for centuries a name to swear by and is not without a following of some sort to-day. Give the Devil his due; he may no longer be a roaring lion, but there is always the danger that he might turn sick and don a monk's habit with dangerous consequences. Better far to keep the old name alive and avoid *noms de plume*.

PRO BONO PUBLICO. People who write letters of protest or suggestion to the Press are often dismissed as cranks or self-advertisers. And often, no doubt, the charges are true. But by no means always. Some household boons have been implemented from ideas propounded in the correspondence column. Perhaps " Daylight Saving " so sowed its seed, and other gadgets we now regard as indispensable. The correspondence columns are as old as the agony column, for there are many more people who, anxious to express themselves, have not the talent to do so profitably, than there are gainfully-employed writers, who usually have not the time to spare. (Though there are quite a number of successful authors who constantly find the time.) Myself, I have never " written a letter to the papers," and not because I am too busy earning money. I have a nervous dread of looking " a bit of an ass " (or more of an ass than I must look) if I should find myself in print in the correspondence columns. For when the signatories' protests and notions can fairly be criticised as egotism or crankishness, they *do* arouse a lot of ridicule. I suppose sweeping (and even " plain common-sense ") reforms are not carried out by a wave of a wand; the yardstick of progress is practical politics. If so, protests should not be *too* violent and new ideas should be suggested with a measure of humility. The exhortation to the public to " feed the starving Chinese " by economising in our own defence—safeguards against Left-wing Communist aggression—certainly looks like a case in point. And the simple and " common-sense " cures for traffic problems, crime, juvenile delinquency, and so on, often in cold print read like very childish simplifications of complex questions. Even the anti-blood-sport fraternity sometimes (in print) appear a little unrealistic in their idealism.

THE OLD STAGER

In the triple bill at the Arts Theatre, Emlyn Williams appears as a seedy businessman in John Mortimer's *Lunch Hour* and a middle-aged writer in Harold Pinter's *A Slight Ache*

THREE *at the Arts Theatre*

The three one-act plays forming the triple bill are acted by Emlyn Williams, Alison Leggatt, Wendy Craig, and Richard Briers, who take full opportunity of their varied roles. John Mortimer's *Lunch Hour* is an anecdote about a businessman's assignation with a girl in a seedy hotel. N. F. Simpson's *The Form* consists of two interviews conducted in the author's bizarre world of semantic and logical confusion. And Harold Pinter's *A Slight Ache* is a further study by the dramatist in apparently meaningless suspense.

Right: Alison Leggatt as the wife, and Richard Briers as the tramp in *A Slight Ache*

ENTERTAINMENT

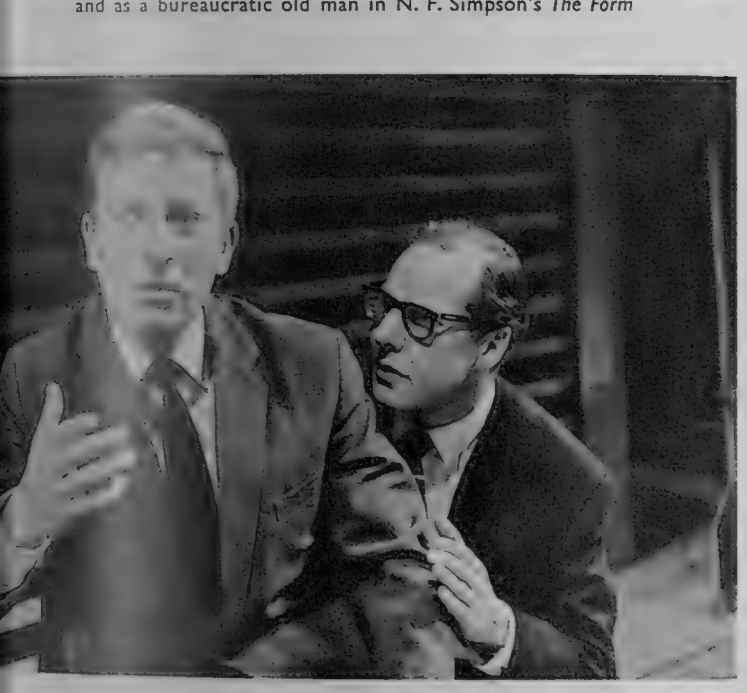
THEATRE 1961

In recent months the dust of theatrical controversy has rarely settled long enough for the dismayed spectator to obtain a clear view of the protagonists. But it seems reasonable to assume that where there are dust clouds there may well be a battle. It is usual to label one side the proponents of the leisured drawing-room comedy and the other the vociferous supporters of a new, lower-class, kitchen-sink drama. But any consideration of the names of to-day's successful dramatists—most of them young—reveals that this is not true. In this context, the differences between the surrealist fantasy world of N. F. Simpson and the social didacticism of Arnold Wesker are at least as great as the differences between the sinister uncommunicativeness of Harold Pinter and Robert Bolt's well-ordered intellectual world.

The three short plays at the Arts Theatre and J. P. Donleavy's *Fairy Tales* at the Comedy do have points in common which go some way to demonstrate the major trend in to-day's drama. All of them show a concern for the effect of words, fantasies, dreams and symbols on the characters in their plays. These dramatists are not content with providing the elegant, dream world of the drawing-room comedy, enjoyable though that may be: they are concerned to use the particular techniques and effects of the theatre to gain a collective response. It is an emphasis on words and ideas, rather than on character and plot. In John Mortimer's short anecdote, set in a seedy hotel, the point is that the girl invited to the rendezvous comes to believe the fictitious story made up by the businessman to convince the hotel manageress. The possibilities of the misuse of language provide the springboard for N. F. Simpson's plays; and Harold Pinter working in the tradition of Kafka and Beckett, chills by the use of the inexplicable symbol—a speechless tramp on which a married couple project their fears and fantasies. The new movement is lively, although not always entertaining—when breaking new ground, some of it may be found to be stony.

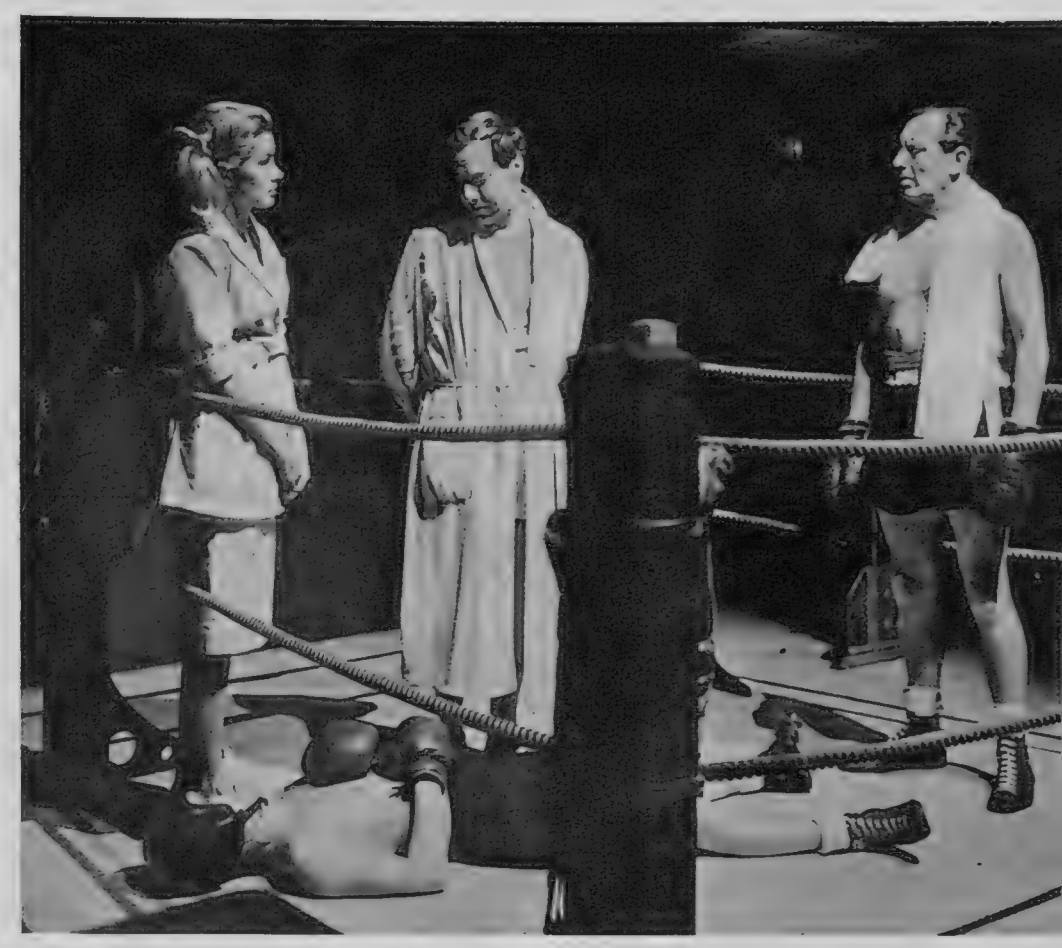
Left: Richard Briers and Wendy Craig in *The Form*

and as a bureaucratic old man in N. F. Simpson's *The Form*



Barry Foster as Cornelius Christian with Harry Towb as the Personnel Officer in J. P. Donleavy's play

Mr. Donleavy, the Irish American playwright, with his wife



The episode in the gymnasium from *Fairy Tales of New York*, by J. P. Donleavy—from left are Susan Hampshire, Harry Towb and Robert Ayres, with, recumbent, Barry Foster

FAIRY TALES OF NEW YORK *at the Comedy Theatre*

First performed at the Pembroke Theatre, Croydon, where it was critically acclaimed, J. P. Donleavy's satiric fantasy was transferred last week to the Comedy Theatre. It is acted by four people, who take a variety of roles. The story is no more than a peg on which to hang four episodic adventures of the hero. Cornelius Christian, a young American, returns to his native land with the body of his wife who died on the voyage. He reaches the funeral parlour to meet a suave mortician, interested only in the technique of his profession; applies for a job with a business tycoon; becomes involved and knocked out in a boxing gymnasium; and is thrown out of a smart restaurant for wearing peach-coloured shoes. The play has some of the extravagant irrelevance of the revue sketch.

The episode in the restaurant—the waiters finally admit Cornelius Christian and his girl friend

THE VOICE OF THE COMMON

NEW ZEALAND

In its 120 years of organised settlement, New Zealand has gradually developed a specialised " monoculture " economy—to such an extent that to-day nine-tenths of the value of its exports come from grass. The grass, processed by two animals, the cow and the sheep, produces four main products—wool, meat, butter and cheese—and several minor products such as casein, dried milk, hides, skins, tallow, sausage casings and grass seeds. Thus the New Zealand economy depends a great deal on the outside world for continued prosperity and is vulnerable to price fluctuations in overseas markets and to the development of substitutes.

By outside standards New Zealand is, too, an exporter of luxury products. Wool, for example, is used by the richer people of the temperate zone. Meat, particularly of the New Zealand type, is a high-quality product consumed by the minority of the world's people. Concentration in this way on products which either cannot be afforded or are not needed by most of the world's people has therefore made New Zealand very dependent on the prosperity of the richer countries; it has brought high incomes to producers, and a high standard of living to New Zealanders as a whole, mainly because New Zealand's climate is the best in the world for growing grass cheaply all the year round.

New Zealand has an extraordinary dependence on Britain as a market. Fortunately, the British market for foodstuffs is likely to remain considerable, even if future returns are not as high as they have been, so that New Zealand can continue to rely on farming as its basic industry for some time to come. If, however, it is content to do only that, inevitably it faces lower living standards as the population rises and the already high level of imports overflows the limits of export income. The New Zealand people have decided against this prospect and ideas for a new-style economy crystallised at the historic Industrial Development Conference of June 1960, which was attended by representatives of all political, farming, industrial and economic sectors of the nation's life.

Its recommendations were based on the past lack of balance in New Zealand's economic life, and the lack of development of the economy, and they also took into account three main differences between New Zealand and other underdeveloped countries of the world. These are New Zealand's literacy, her wealth and her equality of incomes and opportunity. To the seller of goods, New Zealand is not a small market. If national income figures are taken as a measure, New Zealand, with its population of 2,300,000, offers more selling scope than many countries with larger populations. The inference is that many more industries could be economic in New Zealand, with a market to justify capital investment and make a fair profit at current prices.

Advantage of this fact has already been taken by some hundreds of enterprises in the past three years particularly. A schedule of new and expanded industries presented to the 1960 Conference included nearly 250 significant projects, involving capital of £73,000,000 and an estimated extra annual production of £68,000,000. The major part of this capital has come from Britain and Australia. So far New Zealand has tackled the " easy fringe " of development—doing the things necessary to take advantage of its rich, internal market, and to economise on the use of foreign exchange. The main difficulty, as concentrated extensions to industry develop, will be the provision of skilled or trained staff. The conclusion to be drawn, in a country which for many years has had full employment, is that extra foreign capital must be accompanied by steady immigration, because the average yearly increase in the manufacturing labour force of 2·8 per cent., through population growth alone, will not be enough.

The recent pattern of development is now about to be stepped up by the establishment of a £20,000,000 oil refinery north of Auckland, a £160,000,000 aluminium industry in the far south of New Zealand, a cotton mill in Nelson, a scrap steel mill and an aluminium rolling mill. Investigation is proceeding into the possibility of establishing an iron-smelting plant based on New Zealand's plentiful coastal ironsands. Meanwhile, large-scale expansion is proceeding in New Zealand's two large pulp and paper mills, where newsprint and pulp can be made more cheaply than anywhere else in the world.

PAKISTAN

During the months since last November Pakistan's President, Field-Marshal Mohammed Ayub Khan, has undertaken three long and strenuous tours outside Pakistan. The first of these, in the first half of November, took him to Saudi Arabia and the United Arab Republic, two important Middle Eastern neighbours. The second, in December, was in an easterly direction, taking him to Burma, Indonesia, the Philippines and Japan. The most recent, to Yugoslavia and West Germany, finished at the end of last month.

These comings and goings of the President have aroused not a little interest abroad, most of it friendly. Speaking generally, all these visits had one aim in common, to consolidate Pakistan's friendly relations with its neighbours and to enlarge, wherever possible, the available areas of co-operation. Pakistan has always harboured towards the Middle East sentiments of deep friendship and affection. At the time of the Suez crisis, through misunderstanding and partly through mishandling, Pakistan's relations with Egypt became strained. It stands to President Ayub Khan's credit that he has been able to allay completely the suspicions that were then engendered. This he was able to do through his sincerity and forthrightness, as a result of which he is able to speak out about even unpleasant truths without the least inhibition.

The visit to the United Arab Republic in particular was a culmination of this process. During his visit to Cairo, while receiving an honorary degree from the University, President Ayub Khan referred to a matter which has exercised him and his regime a great deal. Stated

The Kaingaroa State Forest in New Zealand claims to be the largest afforestation scheme in the world. Corsican pine trees, planted in 1913-16, cover an area of 285,000 acres; timber provides New Zealand with a thriving pulp and newsprint trade

Lieut.-General Mohammed Yousuf, the Pakistani High Commissioner in London, presents a leopard skin to Instructor Cadet Amshwand for the use of the band of the Wood Green and Tottenham Sea Cadets unit

WEALTH

New Zealand's changing economy; President Ayub Khan's foreign tours; Mr. Sandys on the meaning of Commonwealth relationship

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

in his own words, the problem is: "To liberate the spirit of religion from the cobwebs of superstition and stagnation which surround it and to move it forward under the focus of modern science and knowledge is, therefore, one of the major demands on our system of education." His reference to this, the most basic problem of the Muslim world, was made in a spirit of sharing a nagging common problem with someone really close.

Some of the countries visited during these tours are strongly neutralist in their policy, but that was not allowed to stand in the way of a cordial exchange of the most friendly sentiments. Relations between Pakistan and these countries have always been friendly but somewhat on the formally correct side. This warmth merely confirms what Pakistan has always maintained, namely, that its relations with its neighbours transcend any differences of approach to the problem of security in the present divided world.

Another incident of the President's tours has been a massive generation of interest in Pakistan's Second Five-Year Plan. That was the keystone of his visits to Japan and West Germany. In Japan the visit also became the occasion for the signing of a Treaty of Friendship and Commerce. In Pakistan there is great admiration for Japan's genius which has enabled it to jump across decades and industrialise itself in spite of crippling handicaps. There is a corresponding conviction that Japan's co-operation would be invaluable in solving some of the problems of Pakistan's economic development.

The visit to West Germany had similar overtones. Acquaintance between German experts and some of Pakistan's problems goes back to the beginnings of President Ayub's regime, when it took counsel with them on some complex technical problems and applied their suggestions with impressive success. This visit has been the occasion for pledging substantial assistance to Pakistan's Second Five-Year Plan by the West German Government. In Pakistan itself, all this is, of course, extremely welcome but it takes second place only to the effect these visits had of bringing the people of Pakistan closer to the peoples visited.

MALAYA

Mr. Duncan Sandys, the Secretary of State for Commonwealth Relations, gave a Press conference in Kuala Lumpur on his arrival last month for talks with the Prime Minister, Tunku Abdul Rahman Putra, and other Ministers. Discussing the subject of the Commonwealth, Mr. Sandys said that the whole basis of the Commonwealth relationship devolved upon consultation on issues of the day, and thinking together on the problems facing the world. Mr. Sandys pointed out that the Commonwealth was an indefinable association that had no constitution and no rules. Nevertheless, it was a relationship which was going to play an increasing part in the affairs of the world.

The Commonwealth, since independence was achieved by Malaya, Ghana and Nigeria, declared Mr. Sandys, represented in miniature almost all the elements of the world with the exception of the Communist bloc. He pointed out that if the Commonwealth countries could adopt a common approach to their problems, each in its sphere could provide leadership for the world. The Conference of Commonwealth Prime Ministers, scheduled to be held in London next March, would be taking place at a propitious time of the year, when there would be important international negotiations within the United Nations Organisation and elsewhere. He said that when Commonwealth countries take part in these negotiations and discussions they bring to bear on such discussions of great world problems a common approach because there is basic agreement between all Commonwealth countries.

In answer to a question, Mr. Sandys declared that the British basic objective was total disarmament and complete abolition of all nuclear weapons, as well as the reduction of conventional weapons to the level necessary for police duties. He further said that this should be accompanied by an effective system of inspection and control to assure countries which were disarming that other countries were also disarming, and also to ensure that, having disarmed, no country must be allowed to re-arm again. The Commonwealth Relations Secretary concluded that all peace-loving nations must support Britain's eventual objective of total disarmament.

Dr. Hastings Banda stands outside a farm near Blantyre, in Nyasaland, with his "Amazons," as he calls the leaders of the women's section of his Malawi Congress Party. The Nyasaland African leader was holding a meeting to whip-up support for the Party in the forthcoming elections for the new legislature of the Protectorate

Alhaji Muhammadu Inuwa Wada, the Federal Minister of Works of Nigeria, is shown round the works of A.E.C. Ltd. at Southall, Middlesex, by Mr. A. D. Fogg, the works manager of one of Great Britain's largest commercial vehicle manufacturers

Among the many places he visited in the course of his three-day stay were the Commonwealth Forces Cantonment in Malacca, the Malay Kampong in Tanjong Kling, and the Kemandore Land Development Scheme. He stayed overnight at Malaya's hill resort, Cameron Highlands, where he had informal discussions with the Prime Minister, Tunku Abdul Rahman Putra; the Prime Minister of Singapore, Lee Kuan Yew; the Malayan Deputy Prime Minister, Tun Abdul Razak Hussein; Commonwealth High Commissioners and others. The discussions were on the general situation in South-East Asia. Mr. Sandys was also received in audience by His Majesty the Yang di-Pertuan Agong at the Istana Negara.

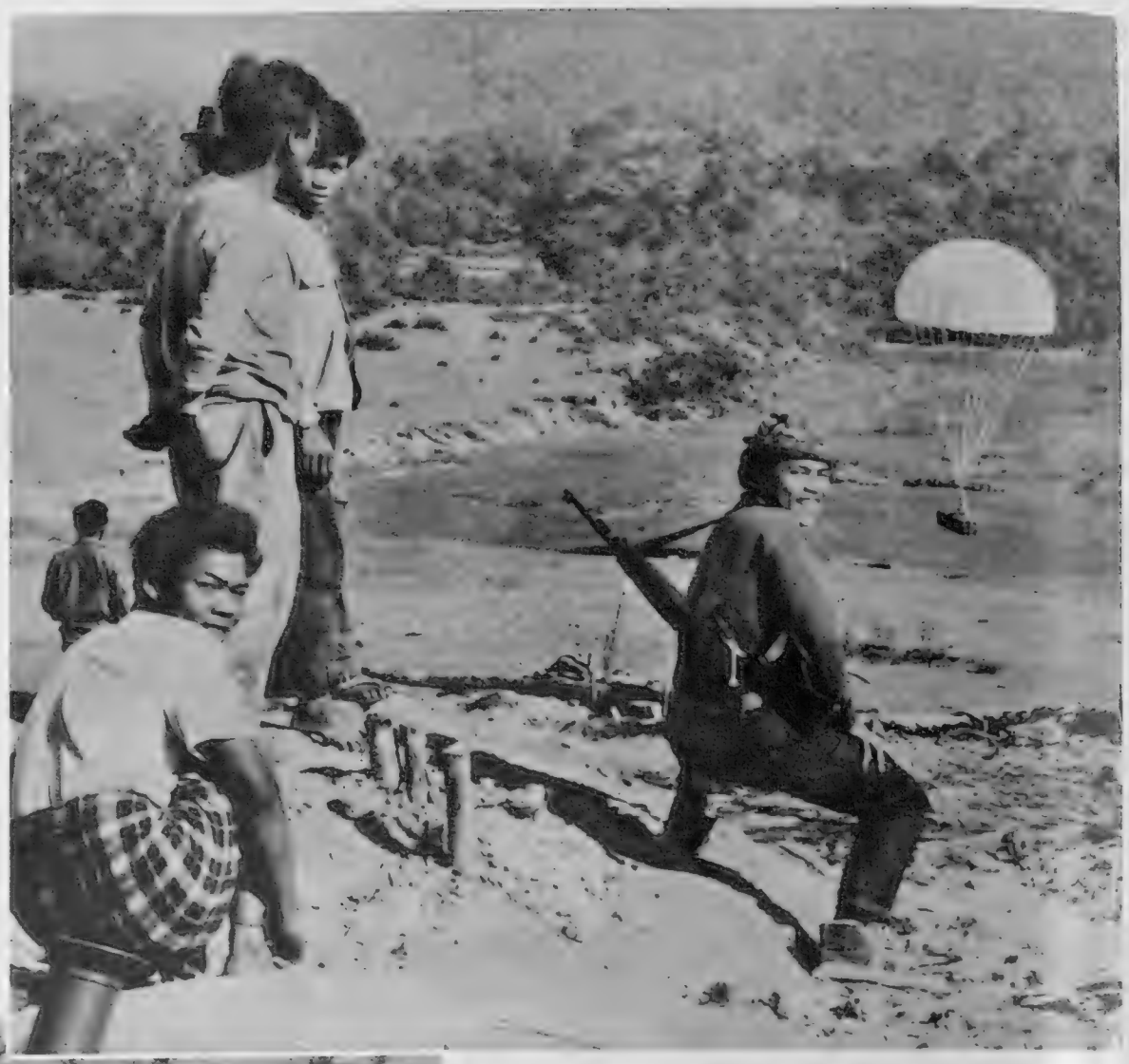
Before leaving for home Mr. Sandys met the Press again. He said that the exchange of views he had had with the Prime Minister of the Federation of Malaya and other Ministers had helped to clarify the attitudes on both sides pertaining to current world issues that they had to face jointly. He added that he was very much interested in the rural development schemes in Malacca, and that he was impressed with the efforts of the Government of Malaya to provide opportunities for those without land to improve their standard of living.

Mr. Sandys declared he was happy to find during his short stay here a feeling of friendship among the people of Malaya of all levels for Great Britain. He could assure the people of Malaya that their feelings were greatly appreciated in his country, where there was a warm feeling of appreciation for Malaya, and respect for the Prime Minister, Tunku Abdul Rahman Putra, for his wise and constructive leadership.

FIGHTING IN LAOS

In the middle of last week it was reported that the forces of Prince Boun Oum, the Right-wing Prime Minister, were advancing northwards from Vientiane towards Phou Koun, an important junction on the road to the Royal capital of Luang Prabang. The capture of Phou Koun would mean the restoration of road communications between Vientiane and Luang Prabang, which had been cut by the Left-wing Pathet Lao troops. Success would also clear the way for the Royal Laotian Army to move against Xieng Khouang, the main Pathet Lao base.

No progress was being made towards a political solution. It seemed unlikely that the British formula for reconvening the three-nation International Commission, established under the Geneva Agreement of 1954, would be accepted in Vientiane. The formula proposed an approach to King Vatthana for permission for the Commission to return to the country. This would have avoided the request being made to Prince Boun Oum, whom the Russians refuse to recognise as Prime Minister. An alternative plan was being canvassed by Prince Souphanouvong, the leader of the pro-Communist groups in Laos. He was reported to have declared that the Cambodian suggestion for an international conference on Laos was "the only solution" to the Laotian problem.



Supplies drop by parachute for soldiers of Prince Boun Oum's army

Refugees, escorted by troops, cross a bamboo bridge over the River Tha Tom, 145 miles west of Vientiane

A T6 observation aircraft, supplied by America, at Vientiane Airport

A mortar is seen in position near the airport of Luang Prabang. **Left:** From an armoured car a soldier views a blown-up bridge

Sheik Hamdan of Das pays a courtesy call on Commander C. B. Armstrong, R.N., aboard H.M.S. *Loch Lomond*

The frigate H.M.S. *Loch Lomond* has recently returned to Chatham after twelve months' commission spent on the Arabian Sea and the Persian Gulf station. She was based on Bahrein. Her duties, which took her as far south as Somalia, were many and various. Courtesy calls were exchanged with rulers and dignitaries, and exercises carried out on the high seas. In the Persian Gulf, oil production has brought prosperity and changes to some areas. In others, isolated communities continue to follow a way of life which has altered little through the centuries. To them, the Royal Navy, on such commissions as that carried out by *Loch Lomond* provides a valuable service. The ship's surgeon and medical orderlies are landed to set up " surgeries " ashore, and give treatment to people who might not otherwise see a doctor. *Loch Lomond* also answered a call at sea for medical aid from a passing tanker, in which a fireman had been taken ill.

At one time members of the ship's company became film actors when they took part in an official colour-film, *First Left Past Aden*, which will portray the daily life of a sailor serving in the Persian Gulf. *Loch Lomond* was at Mena-al-Ahmadi, the oil port of Kuwait at Christmas. Many were the invitations sent to officers and men by local British oilmen and their families to join them in the festivities. The ship was fitted with a centralised air conditioning system to meet the hot and humid climate experienced during most of the commission. *Loch Lomond*, an anti-submarine-type frigate, was laid down in December 1943 and completed in November 1945. She has a displacement of 1,575 tons standard (2,400 tons full load).

VOYAGE IN THE SUN

The frigate lies at anchor in the harbour of Aden

An Iranian naval vessel photographed from *Loch Lomond* and, left, the ship's surgeon treats a patient at a beach " surgery " in Somalia. Contact is kept with the ship by radio

Land and water transport run parallel in this area of the Chihlu lake irrigation scheme in Anhwei Province in China. The project was constructed in 1958

Right: In cheerful mood girls roll up their trousers to wade into the lake to assist in the planting of rice fields

Below: An intersection of one of the broad canals in the Lake Chihlu scheme. China is reported to be currently giving priority to irrigation projects of this kind in order to meet the threat of widespread famine

WATER IN CHINA

An area equipped to fight the threat of drought or flood

Grain is harvested. Besides watering the crops, canals provide a drainage system against heavy floods

Recent reports that China is buying grain in Australia and Canada underline the gravity of the food shortage to the world's largest population. Vast areas of the country have been afflicted by droughts or by floods. The Central Committee of the Chinese Communist Party, after meeting a fortnight ago under the chairmanship of Mao Tse-tung, issued this statement: " In view of the serious natural calamities which have affected agricultural production for two successive years, the whole nation in 1961 must concentrate on strengthening the agricultural front." As a result, industrial development will be slowed down. China at present claims to be the world's second largest coal-producer and sixth largest steel-producer.

It can be presumed that labour will now be diverted to the construction of irrigation and drainage projects such as that at Lake Chihlu, which is illustrated on these pages. This has met the menace of natural calamities to a large region in the north of Anhwei Province. Work began in 1958 to make the best use of the lake and its surrounding systems of rivers. To-day there are fourteen major waterways varying in width from 60 to 160 ft. and 180 minor ones with widths of up to 30 ft. They are supplemented by an extensive network of ditches.

The Lake Chihlu scheme has a two-fold purpose. It irrigates the land both for crops and pasture and drains away water when there is danger of flooding from heavy rains. Further, the rivers and canals provide an excellent transport system. Along their banks trees have been planted and roads built. There can be little doubt that the farms here flourish, in contrast to many elsewhere in the country. China's agricultural front will have to be strengthened by many more such schemes if her hundreds of millions of people are to avoid the famine which now threatens them.

Mao and his colleagues are aware of this. In the coming months it is anticipated that concessions will be made to the peasants, the most intractable section of the population.

Left: Sheep and goats graze in the rich grass which can be grown round the Lake Chihlu system

BRIAN VESEY-FITZGERALD

A TREASURE TROVE OF MUGS

I have been clearing out an attic. For the past couple of months I have been saying to myself, "I must get up there and start tidying up," and putting it off because it is a distasteful job. Not that I thought I was a hoarder. But in the course of thirty years in a house one does acquire things, and after a while sticks them in an attic out of the way, and many would have their memories. But now, I know that I am a hoarder. The attic contained the detritus of a lifetime. I had not been grubbing about for very long when I came across a small tin box. In it were two cigar-boxes containing remnants of moths or butterflies, and also a small box with a glass lid. In this were the tattered remains of a Death's Head Hawkmoth.

That, you would think, would stir memory. After all, the Death's Head is rare, very rare really. The sight of one should conjure up the night, the treacle on the bole, the very tree at which it was taken. Not so: I have not the faintest recollection of that Death's Head. Maybe I bought it at a farm-house sale, along with a chamber-pot and a few cracked plates. I cannot remember. I am just a hoarder, but this has its points. In a dark corner was a large tin trunk with massive padlocks; the sort of trunk that Victorian empire-builders used to take around with them.

I recognised that trunk at once. It seems to have been with me all my life. But what was inside it? It took me a long time to find a key to fit the padlocks and even longer to persuade the locks to turn. Inside were two enormous velour curtains; heaven knows where they came from: none of my family, so far as I know, has ever aspired to windows or doors that size. There was also a wooden box. In this were three cups and three saucers, wrapped in newspaper and completely undamaged. Here was treasure trove. The cups (the saucers also are inscribed) commemorate the Jubilee of Queen Victoria, the Diamond Jubilee of Queen Victoria, and the accession of the Prince of Wales in 1901. (That was George V.) The two Victorian sets bear no mark, but the Prince of Wales set bears the Swansea mark. The inscription is in Welsh (undamaged examples must be uncommon by now, I imagine).

I was delighted to find these. For I now have a fairly complete, if rather oddly assorted and sometimes chipped, collection of Royal commemorations from the Victorian Jubilee. For all I know it may be a complete set: the Coronation of Edward VII, the Coronation of George V, the Jubilee of George V, the Coronation which never took place (Edward VIII), the Coronation of George VI and the Coronation of Elizabeth II. Missing is the accession of the Prince of Wales in 1911.

I think there must have been something produced in Wales to commemorate that occasion. If there was, I feel sure that my family, living in Wales, would have bought it. Perhaps it was broken and thrown away. Looking at this collection, it strikes me that cups and saucers went out of fashion in 1901.

A collection of drinking mugs, including (left) a two-handled mug, which is inscribed with the Farmers' Hymn, and (right) a frog mug

All the others are tankards. This may be taken to indicate my own taste (which I proudly acknowledge), but I did not buy the Coronation tankards of Edward VII and George V, so I think that there may well have been a change of fashion. On the other hand, my father was also a beer-drinker.

I have long had a fondness for inscribed mugs, puzzle mugs and frog mugs. Recently there has been a revival of the musical mug: I have one which gives a not very tuneful rendering of "Little Brown Jug." Early frog mugs, judging by museums, were usually of buff earthenware, coated with white slip, and glazed. The really early ones bear no inscription or decoration. Unfortunately, I have not one of those. I think that my earliest is a badly chipped specimen, bought for 1s. in Devizes market, with a view of Wearmouth Bridge. The bridge was opened in 1786: but I am no expert on this, and it may well be that they went on producing the design for many years.

I have also a badly chipped speckled mug banded with lustre at the neck and base, which I think must be fairly early. But my pride and joy, even though it is cracked and chipped, is a two-handled white earthenware mug, in what I believe is technically known as Pearl Ware, decorated with the "farmers' arms": crossed rake and pitchfork, flails and slashers, with the farmer and his wife as supporters. The frog mug is not as effective now as it was when the Georgian potter invented it. Then the frog must have been concealed until almost the last gulp, and the surprise, after a few pints, must have been considerable. It must be remembered that the frog mug was one of a set of outwardly similar mugs, and was substituted only when the drinker was becoming merry or somnolent. Modern beer is much clearer and weaker than Georgian beer, and there is now little possibility of surprise.

The "farmers' arms" also appeared on a vast array of harvest jugs and mugs, usually beautifully fashioned. Many of these jugs and mugs also bore encouraging slogans such as "God speed the Plough" and "Trust in God." And some bear not only the "farmers' arms" but also the "farmers' hymn":

Let the Wealthy and Great
Roll in Splendour and State,
I envy them not I declare it.
I eat my own Lamb,
My Chicken and Ham;
I shear my own Fleece and I wear it.
I have Lawns, I have Bowers,
I have Fruits, I have Flowers;
The Lark is my morning Alarmer.
So jolly Boys now:
Here 's God Speed the Plough.
Long Life and Success to the Farmer.

I suppose that at one time these beautiful jugs and mugs really were carried down to the harvest field and into the rickyard at threshing time. They certainly are not now. When you see them, even the modern reproductions, you see them in china cabinets or placed carefully on the dresser. I did not think that anyone drank out of one of these harvest mugs now: I thought that, like frog mugs and puzzle mugs, they had become collectors' pieces. But I spent Christmas with farming friends in the West Country and, to my astonishment, my host (the farmer) had his elevenses—cocoa of about the consistency of Thames mud and a wonderful drink, once you have learnt to swallow—out of a two-handled harvest mug inscribed with the "farmers' hymn," and not a modern reproduction either.

The hymn is out of date in some essentials, though not in its general theme of well-being. Recently, the *Farmers' Weekly*, realising this, ran a competition for a modern version. By courtesy of the Editor I quote one of the first prize-winners, Marion Baber:

Let the Common Market Six
Get up to their tricks.
Though eating tinned meat I 'm reduced to,
I have Polythene thatch
And a raincoat to match,
And pests, gluts and storms I am used to.
I have cows without horn
And my calves are all born
From Art Sem, the new bovine charmer.
I 'm in Min. of Ag. heaven
With the good Outer Seven.
Feather Beds !
Drinka Pinta the Farmer !

That ought, surely, to encourage some pottery to produce a 1961 harvest mug. I hope so, for here is one mug would buy it.

NEW LANDMARKS FOR TRAVELLERS

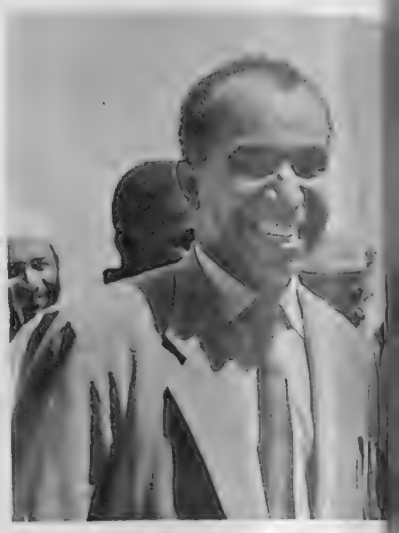
The control tower dominates the main block of buildings at the new airport of Fiumicino, eighteen miles west of Rome. It was officially brought into operation in the middle of last month. Before this there had been considerable controversy about the airport. Originally it was intended that it should be ready for use in time for the Olympic Games in Rome last summer and there was criticism of the Government when this did not transpire. The Ministry of Defence explained last month the reasons for the delay. It was stated that preliminary flights to Fiumicino "served to bring to light certain aspects which only the use of an airport could render evident." To ascertain these a sum of about £500,000 would have been required at once. This was not available. It was expected last week that the airport question would be brought up soon in Parliament

The new railway station in Munich has been completed after ten years' work. The building includes a hotel, a restaurant and a bank as well as a branch of the Bavarian State Tourist Office. On the fourth and fifth floors there are parking places for 200 cars, which are taken up by lifts. Pedestrians can use subways to reach the centre of the city. The old station was severely damaged during the war

The bridge which twists over a major highway in Baden-Baden, in West Germany, is for the use of pedestrians. The town is one of the best-known of the spas of Germany. After the last war it became the headquarters for the Occupation troops of France

Two queues, one male, one female, wait to cast their votes in the Zanzibar elections

Mr. Abeid Karume, President of the Afro-Shirazi Party



Sheikh Ali Mohsin, President of the Zanzibar Nationalist Party

EAST AFRICAN ELECTIONS

Constitutional changes in Zanzibar and Kenya have led to elections being held and to a certain amount of difficulty. In the British Protectorate of Zanzibar and Pemba, the elections were for 22 seats on the Legislative Council, and the result was extraordinarily close. Provisionally the Afro-Shirazi Party won 10 seats to the Zanzibar Nationalists' 9, the remaining 3 being gained by the Zanzibar and Pemba's People's Party. One of the seats, a constituency on Pemba Island, was won by the Afro-Shirazis by 1 vote. Immediately the Nationalists submitted a petition to the High Court to have the result declared void.

Voting in Kenya took place in the primary elections for the 20 reserved seats out of the 53 seats elected by voters on a common roll for the Legislative Council. The 20 are reserved for racial minorities. Members of these minorities could vote for more than one candidate, of whom those gaining 25 per cent. of votes cast were eligible to go forward to the common roll election, to be held from February 20 to 27. For this there are 88 candidates nominated for 33 constituencies. One indication of the way Europeans may vote was shown by the success of the Kenya Coalition Party, led by Sir Ferdinand Cavendish-Bentinck, which gained much higher percentages in the primaries than Mr. Michael Blundell's New Kenya Party. The elections are likely to be a fight between the two African parties—the Kenya African National Union (KANU) and the Kenya African Democratic Union (KADU).

In the Kenya Primary Elections, voters leave a booth during the polling in the Nairobi West constituency, and **right:** voters enter another booth in the same constituency

Veiled women prepare to cast their votes at Gulioni polling station, Zanzibar. **Below:** Muslim women applaud Mr. Abeid Karume

TRAVEL

MOUNTAIN RESORTS

By GORDON COOPER

The eastern end of Lake Bohinj in Yugoslavia

Not everyone on holiday wants to laze on a beach, gamble in a casino, or to explore the art cities of Europe. A mountain holiday, therefore, is an admirable alternative. There you can breathe the freshest of invigorating air and go for real walks, the best of all forms of exercise, especially for the middle-aged and elderly. For the younger and more active, there are the climbs up high mountains, and I need tell no one who has done any mountaineering the rewards to be obtained by reaching the summit and, possibly, seeing a sunrise or sunset.

There are many mountain resorts in Europe, although these may often consist of little more than one or two hotels. But somehow these mountain hotels make great appeal to me, for they are invariably snug and offer amazing views. In writing about mountains my first thoughts turn to Switzerland. If I had to direct your steps to one especial corner—not an easy task—then I think I should choose the Bernese Oberland.

Again, if I have to name specific resorts, I should suggest the now very fashionable Gstaad, with many ski-lifts in the neighbourhood to take you up to the heights, while there are also attractive walks and easy climbs, as well as a lively village life. If your purse will stand it the Gstaad Palace Hotel is the place in which to stay, for it is undoubtedly one of the best hotels in Switzerland. But there are many other hotels and inns for those with more modest tastes.

My second choice of a resort would, undoubtedly, be Mürren. I am not alone in thinking that this selection is first choice of all the beauty spots of Switzerland. I love Mürren, with its perfect position on a green shelf opposite the Bernese Alps; its peaceful isolation from the outside world—for you can't even motor there; and its deep fir forests and flowers. I would willingly return, almost at any moment, to the charming Alpina Hotel where, lying in bed, I can look out on the mighty Jungfrau. Another pleasant resort in the Bernese Oberland is Adelboden, looking out towards the heights of the Wildstrubel; and the rather old-fashioned Nevada Palace Hotel can be recommended for a stay.

It seems rather unfair to dismiss the rest of Switzerland in just a short paragraph; but I cannot fail to mention Zermatt, where I would lodge at the friendly Walliserhof. Also in the Valais there is Zinal (Hotel des Diablons recommended), the last village in the Val d'Anniviers. How attractive the Grisons are! My mind wavers between Klosters (Hotel Chiesa Grischuna) and the garden-town of Scuol-Tarasp-Vulpera (Guardaval Hotel recommended), where you have an opportunity to brush up your knowledge of Romansch as well as visiting the Swiss National Park.

Geographically, the tiny principality of Liechtenstein almost forms part of Switzerland, and it is easily reached from Buchs. Vaduz is the only town of any size. While it has several hotels (Sonnenhof recommended), it tends to get noisy with day-excursionists. So if you want to get out of the noise I suggest you travel by bus up the mountainside and through a tunnel to the Samina Valley, which is enclosed by mountains. There are small hotels at Sücca, Steg and Malbun in this cloud-cuckoo land of running water and the jingle of cow-bells. Wild flowers carpet the meadows and there are shy but friendly stags. If you want to know more about this land get in touch with the Tourist Office, Vaduz.

Beyond Liechtenstein is Austria. Here there are so many mountain resorts, almost all of them popular with the British, that I can do no more than proffer a few of my own special favourites. Inner Alpbach and Obergurgl, in the Tirol, are both lovely beyond words. If you want more life then I recommend either Seefeld or Innsbruck. In the province of Vorarlberg, which merits to be better known, there is Gargellen (Hotel Madrisa recommended), while in Carinthia a pleasant spot is Mallnitz, charmingly situated amid the East Tauern mountains. In Styria, the "Green Country," the fisherman-escapist would surely be fully satisfied with the small hotel at Grünau (four miles from Mariazell, a popular resort).

Germany's main mountains lie in Bavaria, and my selection here would include the Klein Walsertal, a short valley which is really in Austria but can only be approached via Oberstdorf, itself a delightful resort. The Hotel Ifen in Hirschegg (Walsertal) certainly gets my three stars, while the Alpenhotel in nearby Mittelberg can also be commended. Schliersee, Berchtesgaden, Oberammergau, Mittenwald, and, of course, Garmisch-Partenkirchen are all resorts in the Bavarian Alps which I do not hesitate to recommend. The trouble is that I could easily double my list.

Farther south, in Yugoslavia, you will find the finest mountains in Slovenia. Bled is the best-known resort, with the peaks of the Karavanken and Julian Alps forming an impressive background. Also worth considering is the less sophisticated Bohinj which, like Bled, also lies beside a lake and is enclosed by the Julian Alps on three sides.

The great mountains of Jotunheimen ("The Home of the Giants") provide one of Norway's best scenic areas, for here are the mightiest peaks in Northern Europe. Dotted over the area are several tourist hotels, a particularly pleasing one being the Elveseter Hotel. For walkers, there are foot paths and tourist huts conveniently placed.

I have still to mention Italy and Spain. In the former country the Dolomites, in my opinion, reign supreme and the mountains there are certainly unique of their kind with their columns of magnesium limestone, great towers of pinkish grey rock, springing dramatically from green valleys and pastures. Among the many attractive resorts, I would specially select Cortina d'Ampezzo, Madonna di Campiglio, San Martino di Castrozza, and Ortisei. Travelling by car in this district would also provide a rewarding holiday.

In Spain, the most notable mountain districts are in the Pyrenees (lacking, however, in accommodation, although there is a *parador* in the scenic National Park of Ordesa); North-Western Spain; the Gredos Mountains (west of Madrid); and Andalusia. The mountain *paradores* at Pajares and Riano, also a comfortable hut-refuge at Aliva—all among the Picos de Europa of North-West Spain—can be commended. There is excellent angling, while from Avila you can, if you wish, try hunting for chamois in the neighbouring National Reserve. The *parador* at Gredos stands at an altitude of 5,200 ft., amid superb mountain scenery and with good opportunities for fishing. Finally, in Spain, for a complete rest I suggest the *parador* at the Virgen de la Cabeza, in Andalusia. The climate, too, is temperate in summer, good walks are possible, while there are still the unique ibex to be spotted occasionally on the high peaks around.

The National Tourist Offices of the countries concerned can provide further information about the mountain resorts I have named.

BY AIR TO NEW YORK AND BACK FOR UNDER £100

You can now fly to New York and back from Glasgow for £93. This incredibly low seventeen-day excursion fare has just been announced by Loftleidir, Icelandic Airlines Limited. The fare from London, using the same service via Renfrew and Reykjavik, is only £104 17s. Comfortable D.C. 6B airplanes are used. Although flying time takes only fifteen hours, the actual journey is over twenty hours, because a stop is made at Reykjavik for dinner, an interesting break which will appeal to many people. There is one service a week from London, leaving at 4.10 p.m., and Glasgow at 6.55 p.m.

There is another service, available from Amsterdam on Mondays, calling at Glasgow, and leaving at the same time. One-year validity tickets are also available, London to New York, return £138 13s., Glasgow to New York return, £126 16s. These low fares are possible because this air company is not a member of I.A.T.A., the international body governing air fares.

If you are in a hurry you may prefer to travel by the new T.W.A. super-jet daily service to New York, which now leaves at 2.15 p.m. from London Airport. Your arrival at Idlewild Airport at 4.55 p.m. the same day is most convenient. You have the whole evening in front of you in which to relax, but should you have to go on, there are fast same-day connections with cities all over the United States. For an example, you can leave New York at 6.45 p.m. and arrive at 9.10 p.m. in Los Angeles. It should be remembered, of course, that these are local timings.

Holidays abroad these days tend to centre on those resorts reached easily by air. As a result, the Basque coast of France has not been as popular in recent years as it was before the war; although both Biarritz and St. Jean de Luz are in many ways more attractive seaside resorts than their counterparts on the Côte d'Azur. The new air service from London to Biarritz, which will be operated by B.E.A. in conjunction with B.K.S. Air Transport, is likely to encourage many more visitors from this country. There will be four flights a week from April 16, and seven flights a week from June 1, some with a call at Bordeaux.

B.E.A. this summer will also operate in conjunction with T.A.P. four night tourist flights weekly to Oporto, direct from London. They are also extending their London to Prague service to Budapest twice weekly, and Palermo, in Sicily, will soon be served by Vanguard aircraft once a week, *en route* for Malta. This new aircraft will be brought into regular service between London and Paris on March 1, and this summer will be used in service to Madrid and Malta.

W. D. C. C.

One of the men being trained under the Mercury space programme is tested in a capsule trainer at Langley Field, Virginia

Project Mercury, under which the U.S. hopes to be able to put a manned satellite into orbit round the earth some time later this year, is an immensely complicated and far-reaching programme. Seven U.S.A.F., U.S.N. and Marine Corps astronauts, selected for the project, have already undergone many months of training under rigorous conditions which simulate those in space. Over seventy animals, including monkeys and mice, have been used in tests, either in satellite capsules or on the ground. The project can be divided up into sections: the design and construction of the man-carrying capsule: a world-wide network of tracking and ground instrumentation stations (of which some may use the Lockheed U-2 reconnaissance aircraft); preparation of the launching site; testing of the adapted missile to carry the capsule into space; and training the astronauts. Redstone missiles will be used for the initial short training flights. Last December an unmanned Mercury capsule was successfully recovered from a Redstone flight of 235 miles over the Atlantic from Cape Canaveral.

ASTRONAUTS IN TRAINING

Part of the programme consists of subjecting chimpanzees and other animals to conditions in space

Complicated machinery simulates flight in space

BOOKS

A TOUCHING BIOGRAPHY

A military policeman's war; portrait of a dog; Louis Auchincloss's new novel heads this week's fiction

Lord Layton, who is not only a distinguished economist and, indeed, Chairman of *The Economist*, but was for twenty years chairman of the *News Chronicle* and a leading figure in international organisations, has written a touching biography of his wife who died after a lifetime of strenuous political activity on a really immense scale and after bringing up seven children and remaining the great and constant love of the author's life. They were married in 1910 after they had met at Cambridge, and in 1960 Lord Layton was writing: "Ours is a great love story. . . . A love that after fifty years is as vivid as at the beginning and only differs in being deeper, more assured and more fully understood is fortunately not unique, but it is sufficiently rare to be worth telling." In DOROTHY (Collins. 21s.) he tells that story: the record of a fine life of service and charity.

FOREIGN ASSIGNMENT (Robert Hale. 16s.) is the story of a gunman—with a difference. Mr. C. V. Hearn has written about his experiences, some of them pretty hair-raising, during the war when he was a member of the Special Investigation Branch of the Military Police. He had already served in the Coldstream Guards and as a country policeman when he was recalled to the Army at the beginning of the war as an M.P. and, for a time, as one of Monty's dispatch riders. His transfer to the S.I.B. meant a stiffish law examination and, in practice, a tough life of shooting and fist-fighting, as well as the plodding detail of a police job. Mr. Hearn served in North Africa and Italy in his gun-slinging, gangster-catching capacity, and his story is sensational enough to make one glad that his present job is, relatively, so peaceful. He serves as Station Officer by the banks of the Thames and spends his spare time in gardening and boat-building. But what hectic war years were his.

Mr. Jan van Rheenen is the proud and happy possessor of a huge black Rottweiler dog, in appearance something like a stump-tailed Labrador, and MY FRIEND RIK (Harrap. 12s. 6d.) is the story of their association from the early, rather puny puppyhood of Rik to his prize-winning maturity, with "a back like a steel girder, four magnificent straight legs, muscles like ship's cables, and a coat as smooth and shining as satin." Mr. van Rheenen has written chattily and pleasantly about his vast companion and the translation has been made crisply enough by Frances Hogarth-Gaute.

Best of this week's novels and one which I finished with regret, as if coming to the end of a particularly pleasant visit, is THE HOUSE OF FIVE TALENTS (Gollancz. 18s.), by Mr. Louis Auchincloss. Not that every member of the big New York family of whom he has written is an entirely pleasant character. On the contrary, some of them are intolerably tricky, most of them are cracking snobs, all of them are fallible, and the central character herself, the magnificent old maid, Augusta, is as liable as anyone to unpredictable excesses of poor judgment. The point is that, with all their foibles, they are human beings, neither caricatures nor set pieces, and the reader feels compelled to know more and more about them, their amazing fortunes (scarcely ever mentioned in round figures by Mr. Auchincloss, which I always find so much more impressive), and their marriages, un-marriages and re-marriages. Here is a writer of really great style; he can, in one economical phrase, point out the essence of a person's nature; and of fantastically acute perceptions, whether he is writing about men or women. Or, now I come to reflect on it, children. All I can say is, do read his book for yourselves.

MR. PHILIP NOEL-BAKER (left), the Labour M.P. for South Derby, receives the Albert Schweitzer Book Prize from the German publisher Herr Kindler, in Munich. The prize, worth about £850, was awarded to Mr. Noel-Baker for his book *The Arms Race*, in which he discusses ways of world-wide disarmament

ACQUAINTANCE WITH GRIEF (Cassell. 15s.) is Mr. Vincent Brome's novel on the theme of two rickety marriages in which each of the four people is capable of making some bid for one's sympathy and yet each, as a part of the two couples, is unsatisfied or unhappy. When the two couples meet, they find that together they make up an infinitely more satisfactory little community, and their experimental friendship slowly becomes a kind of *mariage à quatre*. From this odd oasis of peace, however, they are violently ejected and Mr. Brome's story takes a turn for the violent and the dramatic. An interesting rather than a moving novel, written with considerable force and even hardness.

Mr. Richard Frede has written one of those long, rather woolly novels about the medical profession which always seem marked for the best-seller lists as they emerge. THE INTERNS (Heinemann. 18s.) certainly takes an unhackneyed line, since its plot is chiefly concerned with medical graduates working as assistants in a hospital. In this case the hospital is an American one and none of the long cast list has any resemblance to the young

AMERICANA

Some varied aspects of life in the U.S.A.

Ask anyone to sum up the American way of life and the American scene and, if the answer is in any way dogmatic or all-embracing in character, you can take it that he does not know America, or rather the many Americas so rich in their variety, their degrees of rawness and sophistication. A number of books about the United States past and present come forward for consideration this week, and one that, in admirable fashion, emphasises the regional character of the country is K. Westcott Jones' AMERICA BEYOND THE BRONX (Robert Hale. 18s.). In this penetrating travelogue the author spotlights certain places he has learnt to appreciate—Boston, for instance, a city of deep tradition, but by no means English tradition; Washington, D.C., that child of Federation now grown to enormous civic girth; and San Francisco, most distinctive of all American cities perhaps, sophisticated and gay. The author has made twenty visits to the United States, and travelled in over forty of the states. His affection for this great land shines through these pages most warmly.

As battles go Bunker Hill was perhaps no great affair, although the losses sustained were prodigious in relation to the comparatively small number of troops engaged; the immediate military results of this early engagement of the American Revolution were negligible. Its moral significance was beyond all reckoning, however, rousing at once the fierce instinct of combat in America, dispelling the almost superstitious belief in the impossibility of encountering regular troops with hastily-levied volunteers. Though the colonists lost the day the manner of their losing put immense heart into the North American resistance, and it is this theme that Thomas J. Fleming brings out with such force in his glowing account of the battle, NOW WE ARE ENEMIES (Gollancz. 25s.). The book, much in the fashion of our day, is written as a piece of on-the-spot reporting. We see Howe, alone and aghast, at the end of the bloody second assault, most of his staff dead or wounded, but still ready to go to the bitter end; Burgoyne watching the struggle from his Boston vantage point, pen poised to write another elegant dispatch; and on the American side a host of characters, the farmers and the townsmen who were to be the backbone of Washington's army.

When Warren Harding, twenty-ninth President of the United States, went to an all but dishonoured grave in 1923, dying very suddenly on a trip back from Alaska, no one in America knew the full extent of the corruption that had surrounded his administration, and which years of investigation were to lay at the door of his cronies at the White House. In THE TEAPOT DOME SCANDAL (Cassell. 18s.), M. R. Werner and John Starr reconstruct the conspiracy by which Albert Fall, Harding's Secretary of the Interior, secretly leased the precious naval oil lands to companies operated by his friends Harry F. Sinclair and Edward Doheny. How the lawyers exposed the politicians was a remarkable feat of detection. The authors present the story with skill and sustained interest.

The seamy side of American life also comes to the surface in Frank Gibney's morbidly engrossing book THE OPERATORS (Gollancz. 21s.). This is a current survey of the field of dishonest dealing. Through a brilliantly marshalled array of facts and a continuous sequence of case-histories, Mr. Gibney shows a very large section of the American population involved in some way in the national habit of fraud, with business bribes and embezzlement, both high on the list. The chapter on confidence-tricksters brings home the point that some of these gentry are well established on this side of the Atlantic.

Yet more folly is brought forward for our examination in E. M. Halliday's THE IGNORANT ARMIES (Weidenfeld and Nicolson. 21s.). Here is the story of the Anglo-American expedition to Archangel at the end of the First World War, a venture launched to crush the new Bolshevist regime in its infancy. It was an epic of confusion, chaos, and gallantry.

R. C. E.

doctor in Maugham's unforgettable story, *Of Human Bondage*. (As a book about a doctor, one can say that that did pretty well, too.) Mr. Frede's young men and their old masters and superiors have different preoccupations and different neuroses, for not all of these medical graduates, by any means, are the balanced, sage or even the normally ambitious or dedicated beings one imagines young doctors to be. These particular takers of the Hippocratic oath vary from the nervously introspective to the good time Charlie, and their drunken parties have to be read to be believed. But read I think they certainly will be, because Mr. Frede has a more than competent narrative gift.

Miss Yael Dayan, the young Israeli author, has a new novel with ENVY THE FRIGHTENED (Weidenfeld and Nicolson. 13s. 6d.), in which she tells the story of a youth born and brought up in present-day Israel. Even as a child he has taught himself independence and courage; to despise cowardice as a deadly sin and to regard strength and fearlessness as great virtues. Miss Dayan writes with the force and simplicity which made her one, earlier book so remarkable, and which one cannot help thinking must reflect her own character.

O'HOULIHAN'S JEST (Gollancz. 15s.) is as Irish as its title would imply; an early eighteenth-century theme of conflict between the English and the Irish, with a vividly dramatic climax and some powerful writing by a new and welcome novelist, Rohan O'Grady.

Of the three thrillers this week, THE KILROY GAMBIT (Cassell. 15s.), by Mr. Irwin R. Blacker, is an American spy story with some very brisk action shuttling between the Iron Curtain and the Pentagon. NIGHT'S BLACK AGENT (Gollancz. 13s. 6d.) is a first-rate thriller by Mr. John Bingham and has a *really* original twist. Recommended, naturally. PIERCE WITH A PIN (Macdonald. 12s. 6d.) is more discursive and less tense, but Mr. Kenneth Hopkins has made quite a good thing out of his reporter-sleuth.

Vernon Fane

WALPOLE, THE YEARS OF FAME

I have often regretted the gaps in my education in history, one of which was the first half of the eighteenth century. The second volume of Dr. Plumb's SIR ROBERT WALPOLE (Cresset Press. 30s.) covers the years 1722 to 1734, during which Walpole attained the heights of power and set his feet on the downward slope. A very important biography, for me at least it is not an easy book to read; for the European scene was as complex and intrigue-ridden as English domestic politics, and the clarity of Dr. Plumb's admirable summaries does not deny the complexities. Those years of the Spanish succession quarrel saw a war between aristocracy and trade, Louis XIV against the maritime powers. In those years the power of individuals, kings and statesmen, to direct events was almost as great as in the days of Hitler. In England in those years the King could not, if he would, do without Walpole, who supported the Hanoverian succession and the Protestant religion, and in those same years laid the foundations of our colonial policy and of free trade. As for the man himself, there were good reasons for his unpopularity. He was gross in figure and manners, he enriched himself in the public service and practised nepotism and, as he began to fall, he clutched at power. Yet he was a faithful friend and not petty, and turned some of the wealth he amassed to good purpose at Houghton. As a statesman, he was a " Commons " man and, in serving the country, he kept the country in mind concentrating on the business of the day, concerned little with planning for the future. He hated war. Yet it was the fate of this great " Commons " man to lower public respect for Parliamentary institutions. Like Bacon, his weaknesses must be judged by the moral and political standards of his times. Neither Bacon nor Walpole will ever be painted as angels, nor, indeed, emerge otherwise than as enigmas even from the researches of the greatest biographers; but both, in their different ways, were outsize phenomena.

John Gore

In his studio, Mr. Theodor Kern begins the preliminary work on a statue

The wood-carver uses chisel and mallet

WOOD-CARVER AT WORK

A large part of the charm of wood-carving is the use which can be made of the natural properties of the timber—its grain and texture. For this reason, wood-carvers often spend considerable amounts of time searching for the right piece of wood. In addition, well-seasoned timber is greatly in demand, since it does not split or warp like green wood. For Theodor Kern, whose carvings adorn a number of churches in England, demolition sites are a happy hunting ground. His favourite wood, as for other wood-carvers, is oak. In two of the pictures, Mr. Kern is starting work on an old beam picked up on a demolition site. He has turned 400-year-old beams of a church into statues which now stand in a modern church at New Merstham, near Redhill, in Surrey. Some of Mr. Kern's recent work can be seen in the Church of St. Mary and St. Andrew at Hitchin. Not only does Mr. Kern execute a large number of wood-carvings in his studio at his home in Bearton Green, near Hitchin, he also carries out commissions for stained-glass windows and murals. He and his wife left Austria to settle in England just before the last war.

Left: Besides a large amount of wood-carving, Mr. Theodor Kern works in silver and gold leaf and designs stained-glass windows

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

Sir Joseph Lockwood

When Sir Joseph Lockwood was invited to become chairman of Electric and Musical Industries Ltd., in 1954, he lacked any experience of the gramophone industry or of electronics. He had specialised in his family's business of flour milling, and particularly the manufacture of milling machinery. In the years of his leadership of E.M.I., the company's profits have gone up greatly; it has become the world's largest manufacturer of records; and has made a striking expansion in the field of industrial electronics. Joseph Flawith Lockwood was born in 1904 in Southwell, Nottinghamshire. He left school at 16½ and spent some time in the family mill before, at the age of nineteen, he went to Chile. There he shortly found himself manager of a flour mill in Santiago. At the age of twenty-three, he returned to England and obtained a job in the then small firm of mill-builders, Henry Simon, and six years later he was on the Board. His interest in the technical side of mill-building resulted in the company's expansion and publication of a standard work on *Flour Milling*, published in 1945. He was concerned to increase demand for mill products and studied the scientific feeding of animals. This, too, resulted in a book, *Provender Milling—the Manufacture of Feeding Stuffs for Livestock*. During the war, Sir Joseph took charge, under Hartley Shawcross, of fire and bomb protection in the north-west region; and later did much work on planning food supplies. In 1950, he became chairman of Henry Simon Ltd. and in 1951 a director of the National Research Development Corporation. Sir Joseph is gradually visiting all E.M.I.'s factories throughout the world. He is a director of The Rio de Janeiro Flour Mills and Granaries, Ltd., and S. Smith and Sons (England) Ltd. Unmarried, he has a house in Buckinghamshire, where he likes to garden. His recreations are walking and fishing

POWER FOR THE HIGHLANDS

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

Whether or not one finds a power dam good to look at is not only a matter of taste, but also of where you are looking from. After flying for hours above the endless, oppressive scrub of Central Africa, even the sudden gash in the jungle of earthwork for the Kariba dam, unsightly in itself, came with a certain relief as an evidence of human activity; I have not seen the completed dam, but from its photographs it has a powerful, austere grace. Nearer home, some of the smaller and less dramatically designed dams of North Scotland are not ugly objects in themselves and nestle, after a few years, surprisingly well into the Highland landscape. On the other hand, if the latest of them is liable to be built on one's own hunting land, and may submerge some acres of it, any such aesthetic views are likely to shift in focus; besides, the Highland glens, if hardly domesticated, are somewhat closer to our own scale than an African gorge.

Ever since hydro-electricity was first introduced into Scotland just before the turn of the century, there has arisen dispute, in any given area, between the need for power and the desire to leave the glens just as they were; in a sense, between two kinds of amenity. By the '30s the plans for hydro-electric power were quickening, but so was the opposition; between 1929 and 1941, private bills covering four major developments were rejected by the House of Commons. The opposition varied in strength and nature; at one time the Scottish coal industry took quite a prominent part, though generally the main objectors were local landowners and sporting interests.

They still are; and of late, after nearly twenty years' operations by the nationalised North of Scotland Hydro-Electricity Board, which was set up by the Coalition Government during wartime to develop electricity in the Highlands, the objectors have been concerting their opposition. Their immediate concern appears to be the Board's plans to develop potential resources of water power in the Glen Nevis area, one of the loveliest parts of the Highlands; but some of them are also questioning the whole economics of hydro-electricity in North Scotland, and asking whether it is really an economic proposition. Whereas the economics of hydro-electricity are not a question of aesthetics, it is perhaps fair to say that in some aspects they are a matter of accountants' taste.

The job that the Hydro-Electric Board was given when it was first set up in 1943 was not unmixedly a matter of economics, though it has been perhaps the most important force in the economic development of the Highlands ever since its work began to bring results. It was given the task of providing electricity to consumers in the North of Scotland, including isolated consumers, " so far as practicable." It also had an obligation to balance its accounts, taking one year with another, but this, perhaps, was secondary, as on occasion it has to be. Providing electricity to rural consumers, as the supply industry in every country knows, can be an extraordinarily expensive proposition; an undertaking can easily find itself investing several hundreds of pounds in connecting up one isolated croft or farmstead that offers little chance of using enough power to give anything approaching a commercial return on the particular investment involved.

The North of Scotland Board, however, has generally managed to balance its accounts—though an industrial organisation primarily dependent upon rainfall is extraordinarily dependent upon weather, and any really good summer that brings a prolonged period of drought can tip it irrevocably into the red. Its basic opportunity of making Highlands electrification pay at all rests upon running quite a considerable "import-export" trade in electricity outside the North of Scotland—and buying considerably cheaper than it is able to sell. This opportunity arises out of the uneven pattern of electricity demand everywhere, and the peculiar nature of hydro-electric costs.

As Britain knew to its cost in the postwar years—and could be reminded of even during this winter—the difficulty of any electricity supply system is that one cannot, practicably, store large amounts of the stuff; it has to be made at the moment it is required, and a large proportion of total sales of power tends to be required at the same moment. It is not enough to build power stations that could supply all the power required during a year. One has to build enough capacity to supply the amount required during the half-hour or so of each year when simultaneous demand on the system is at its peak (this is generally some half-hour between 8 and 10 a.m. on a February morning).

The final units of this peak load are generated, therefore, by plant that has to be operated for extraordinarily few hours of the year; generally, as in England, by old time-expired plant that is terribly inefficient and costly by modern standards. Every last electric toaster switched on at breakfast this month brings more of this high-cost capacity into operation.

Hydro-electricity can make a unique contribution here—in a sense because its power is normally stored, and can be had at will very suddenly. Providing the rainfall has been sufficient to give an adequate head of water, one can call hydro-electric plant into action whenever one wants it by running water down through its turbines; and it costs no more at peak hours than it does at other times. The whole of its cost arises from the capital charges made on the initial investment in building the plant, which is conventionally reckoned as lasting a very long time.

So a hydro-electric system connected up with a steam generation system, as the North of Scotland Board is connected with the South of Scotland Electricity Board, can fit in rather well. It can supply its partner system with power at peak hours that is much cheaper than the steam generating board could produce itself; some of the North of Scotland Board's dams, indeed, have been put in purely as peak load plants for this purpose. And it may be able to buy power from the big efficient base-load steam stations during off-peak hours more cheaply than generating this itself—particularly in order to conserve its stored water resources.

By purchasing such power from the South for about a penny a unit during off-peak hours and selling power to the South during peak hours for perhaps two pence a unit, the Board gets and gives a bargain; it also acquires enough income to allow it to provide power to many isolated crofts that could not economically be supplied otherwise. The Board's hydro-power stations to-day have an average annual output of 2,440,000,000 units of electricity; work is in hand on building twelve more that will add another 906,000,000 units a year;

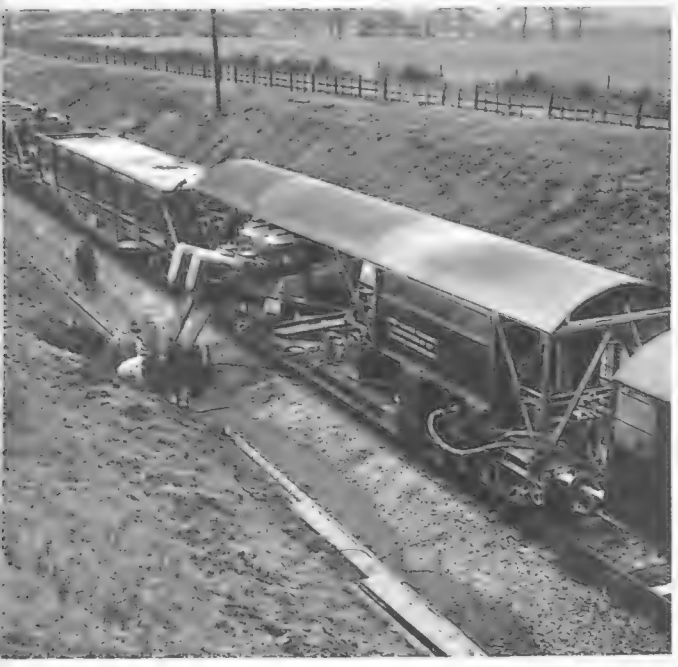
Orrin dam, part of the Conon scheme in Ross-shire, is 970 ft. long and 140 ft. high and was designed to fit into the landscape. The reservoir behind it is five miles long and provides storage of over 2,000,000,000 cubic feet of water

and it has under survey schemes with a potential output of another 1,618,000,000 units a year.

But a hydro-electric station costs a lot to build—say three or more times as much as modern steam power stations do; and the cost an accountant puts on its power, therefore, depends crucially on how long one expects it to go on operating. Dams might last as long as pyramids; and even turbines and generating plant have gone on operating for sixty years or more. The North of Scotland Board, for depreciation purposes, puts a life of eighty years on the dam and buildings, and thirty-five years on the plant and machinery. Some of its economic critics, who used to believe that nuclear power might soon supersede hydro-electricity and can still argue that in recent years the cost of building steam plant has come down far more quickly than the cost of building hydro-electric plant, feel that more of the additional power North Scotland needs should come from steam stations, there or elsewhere in Scotland.

Some interests in South Scotland, moreover, feel that Lowlands coal could offer cheaper power than Highlands water. Almost all Scottish coal, of course, is produced at a loss to the National Coal Board; whether it can ever properly be called " cheap " is perhaps doubtful. And politically, at any rate, much opinion in Scotland seems to be fairly united in support of the Hydro-Electric Board; as even some of the objectors have to admit, no other institution has such tremendous achievements to show to the benefit of the Highlands.

A mechanical earth-borer goes into action during the initial stages in the erection of overhead equipment for electrification. Engineers of the B.I.C.C. Group have devoted much thought to the development of specialised plant required for the installation of overhead equipment



Twin continuous mixers mounted on the concreting train, pour concrete direct into track-side excavations

The galvanised steel mast is erected and, **below**, the cantilever assemblies are fixed in position. The actual wiring is carried out from the flat roof of the train

MODERNISING BRITAIN

By **GEOFFREY WILLIAMSON**

Following the debate on the White Paper on Reorganisation of Nationalised Transport, problems of the fifteen-year Modernisation Plan are likely to give rise to fresh discussion. But one fact stands above conjecture—a third of its life has passed and the Plan is entering its sixth year. It is a moment for level-headed stocktaking; for assessing achievements to date; and for determining what lessons the past five years hold for the future.

To see the present situation in perspective it is necessary to recall what was envisaged when the fifteen-year Modernisation Plan was announced by the British Transport Commission at the close of 1954. The core of the scheme was the replacement of steam by diesel and electric traction with accompanying modernisation of tracks, signalling systems and all subsidiary equipment. Total cost, first estimated at £1,200,000,000, was revised to £1,600,000,000 in the third year; but experts stressed that at least half this sum would have been needed anyway to make good the inevitable neglect suffered throughout the war and after.

The main line from Euston to Birmingham, Crewe, Manchester and Liverpool was to be electrified. So was the main line from King's Cross to Doncaster, Leeds and, perhaps, York. So was the line from Liverpool Street to Ipswich and the adjoining coast. Electrification was to be extended also to main routes on the eastern section of the Southern Region; to Glasgow suburban lines; and to lines from London to Tilbury and Southend, to Enfield and Chingford, Hertford and Bishop's Stortford, and the Hitchin, Letchworth and Hertford Loop. As it was impracticable to change from steam to electric traction directly and as the loading of certain lines did not justify electrification, diesel traction also played an important part in the overall plan.

Fifteen years may sound a liberal allowance of time; but it is only 180 months, and circumstances preclude all possibility of continuous work. Engineers and construction teams can only hope to get access to a section of line for limited periods. Thus, from the outset, it became necessary to devise special techniques and to manufacture equipment that would enable them to tackle their mammoth task without impeding regular services or normal maintenance work.

To start the scheme, then, a vast co-operative effort was necessary. Civil, electrical and mechanical engineering firms were all enlisted and committed to a considerable amount of research and development work to take the maximum advantage of new techniques and systems. There is no doubt that all of them have played their part admirably, in spite of having to face a succession of policy changes. Various setbacks recorded in the newspapers should neither be magnified nor minimised. They should be viewed in perspective as the kind of " growing pains " to be expected in any vast undertaking, particularly where advanced techniques, new to any country, are being employed. They should also be set against concrete achievements to date.

What, then, has really been accomplished in the first 60 months? Our railways carry more than 1,000,000,000 passengers and about 250,000,000 tons of goods a year. Yet, without interruption to this tremendous volume of traffic, one-third of the modernisation programme has been completed. It is up to schedule and certain lines have recently been inaugurated well ahead of time.

Wherever diesel or electric services have been introduced there has been marked increase in traffic and receipts. These range from 10·53 per cent. in the first year of working of diesel multiple-unit services in the Greater Birmingham area, to 269 per cent. for similar services between Birmingham and Lichfield, and 416 per cent. within a year between Leeds and Barnsley. Extension of the Liverpool Street-Shenfield electrified service to Chelmsford and Southend resulted in a 146 per cent. increase in receipts during the first three years. Many other examples of increased receipts following the introduction of diesel or electric services could be cited.

But benefits of modernisation are reflected in many ways. In the first 40 weeks of last year freight tonnage showed a 7·9 increase on that carried in the corresponding period of 1959. British Railways' receipts for the 48 weeks ended December 5, 1960, were up by more than 4·5 per cent. on the corresponding weeks in the previous year. In the four weeks ended November 6, 1960, passenger receipts were £791,000 higher than in the comparable period of 1959. Freight receipts were up by £1,094,000. There are indirect results attributable to modernisation which are quite incalculable. For instance, Kentish coastal towns report that, since the electrification of the line from London, land values have soared and, in some cases, have almost doubled.

Yet, in spite of all this, uncertainty hangs over the London-Midland line, and the modernisation programme generally. Those responsible have had to cope with a bewildering series of official edicts and a plethora of conflicting advice. Electrification, using the newly developed high-voltage A.C. system, has been partly completed. But the benefits conferred on the Manchester-Crewe section should demonstrate the need for pushing on with all possible speed to complete the Liverpool-Crewe and the Euston-Crewe sections. The already-profitable London-Midland Region main line, with its phenomenal traffic density, will become even more profitable under electrification.

But far more is at stake for Britain than the realisation of an ideal that the completion

One of the multiple unit A.C. trains in service on the [illegible] operate on the new 25-kV industrial frequency system

RAILWAYS

of the fifteen-year Plan represents. Our reputation for railway " know-how " is of long standing and worldwide. Mention has been made of the co-operative effort implicit in the modernisation plan—effort by firms like Robert Stephenson and Hawthorns Limited, North British Locomotive Company, Beyer, Peacock and Company, The Vulcan Foundry Limited, The English Electric Company, the B.I.C.C. Group, Westinghouse Brake and Signal Company, Associated Electrical Industries Limited, Brush Electrical Engineering Company, and many, many more.

These are the experts who are tackling the manifold problems involved in giving our railways a new look; these are the pioneers who are installing hundreds of miles of overhead wiring systems; revolutionary signal systems; or building outstanding new locomotives that are bringing gleams of delight into train-spotters' eyes—giants like the 3,300-h.p. Bo-Bo A.C. electric, and a wide range of diesel locomotives of all sizes, including the 2,000-h.p. main-line diesel-hydraulics and diesel-electrics, and the most powerful single-unit diesel locomotive in the world—the Deltic, 3,300-h.p. diesel-electric.

And it is not only our young train-spotters who watch for the new-comers. These streamlined products have their admirers in many remote parts of the world. Firms involved in the railway modernisation programme are making a valuable contribution to Britain's export drive. About 40 per cent. of the country's exports are attributable to one branch or another of the engineering industry.

British manufacturers and engineers have helped to build some of the world's great rail systems, including a number of electric railways. British equipment is used on suburban systems in centres like Buenos Aires, Melbourne, Montreal, Copenhagen, Warsaw, Bombay, Madras and Cape Town. Evidence of British craftsmanship will be found on main line railways in many parts of the world, including Brazil, Australia, India, South Africa, Spain and Holland.

Between 1950 and 1959 Britain sent something like £123,000,000-worth of locomotives and multiple-unit trains to overseas customers.

(*Continued on following pages*)

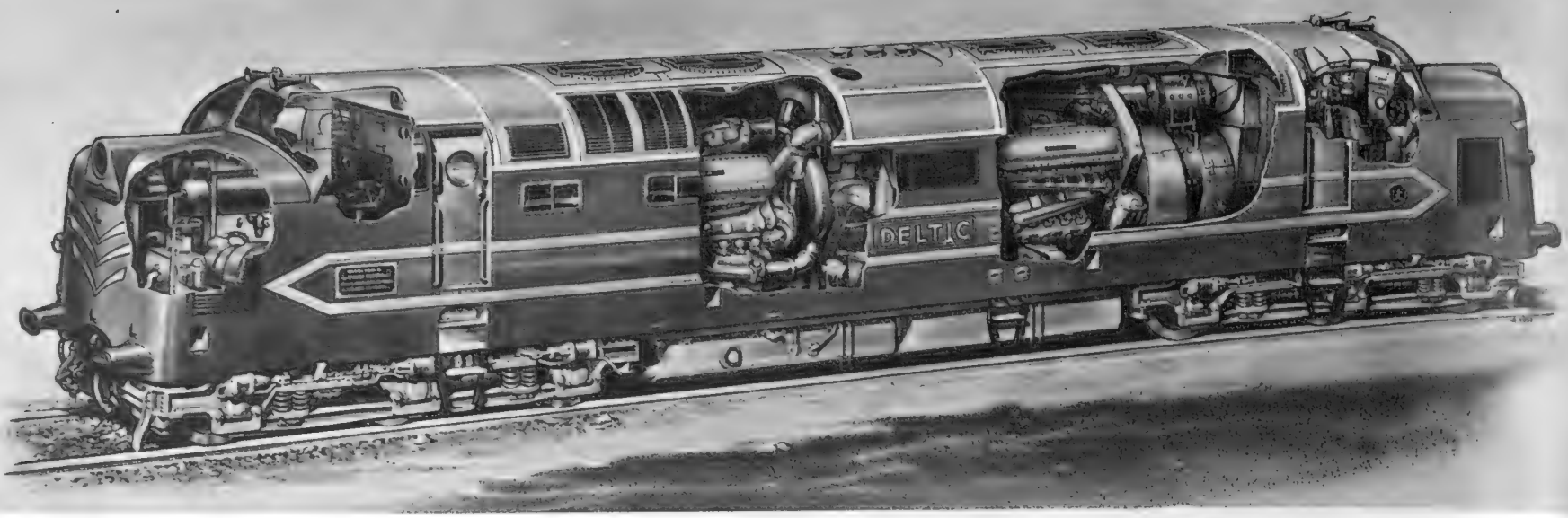
A British Railways 3,300-h.p. 25-kV A.C. electric locomotive, supplied by Associated Electrical Industries Ltd., passes the Jodrell Bank telescope on the Manchester-Crewe run

In service on the London Midland Region is one of the 25-kV electric locomotives built by the North British Locomotive Co. Ltd., and The General Electric Co. Ltd.

Diesel shunters in service in Britain—**left** is a 153-h.p. locomotive supplied by The Hunslet Engine Co. Ltd. to the Eastern Region, and **right** a 204-h.p. locomotive built by The Drewry Car Co. Ltd., for the Southern Region

n. These were the first trains to with English Electric equipment

An English Electric 2,000-h.p. type 4 diesel-electric locomotive hauling a passenger train on the Eastern Region. Of the 200 locomotives of this type on order from English Electric, more than 100 are now in service in Britain



MODERNISING BRITAIN'S RAILWAYS

The English Electric Deltic—the most powerful single unit diesel-electric locomotive in the world. At 3,300 h.p. and weighing only 106 tons, the good power/weight ratio of 72 lb./h.p. is obtained by the use of two light-weight eighteen-cylinder Napier Deltic diesel engines. The superstructure has been cut away to show the engines in position. Twenty-two Deltic locomotives are being supplied by The English Electric Co. Ltd., for express services between London, Leeds, Newcastle and Edinburgh

One of the 2,200 h.p. B-B type diesel-hydraulic locomotives built by the North British Locomotive Co. Ltd., for the Western Region of British Railways, to operate on express services to the West Country

A 1,365 h.p. Type 2 diesel-electric locomotive built by the Brush Electrical Engineering Co. Ltd. More than 200 locomotives of this type are being supplied by Brush to the Eastern Region, where they are handling the bulk of the freight and passenger traffic

(*Continued from previous page*)

Our Modernisation Plan has not impeded this traffic. Indeed, the export of both diesel and electric locomotives in the past five years has eclipsed achievements of the five years preceding the inauguration of the Plan. British-built diesel-electric, diesel-hydraulic, and electric locomotives and multiple-unit trains of varying power may be found to-day in many far-flung territories—from Brazil to Bermuda, from Ghana to Rhodesia, from India to Queensland, from Spain to Peru.

Our locomotive and allied industries now have something to sell in addition to engines and equipment; they are selling new techniques. Much of the "know-how" gained in overcoming the problems implicit in the fifteen-year Modernisation Plan has a marketable export value. It is already enabling our experts to compete with their formidable American, European and Japanese rivals in the field of modern diesel and electric traction. A particular example is the order for 700 track miles of high voltage overhead equipment secured by B.I.C.C. in India.

But the industry needs a continuing substantial home programme to provide basic work for the factories and to justify the large-scale investment in research and development so necessary to maintain Britain's lead.

This fact alone makes it imperative that our own shop-window should be kept as bright and attractive as possible. Overseas customers who need new electric or diesel locomotives, or track equipment, can be expected to keep a critical eye on what Britain is doing. They will watch the various new types, study their performance and follow the progress of the Modernisation Plan throughout the next ten years as closely as they have done to date. It is essential, therefore, that there should be no weakening of resolution and that nothing should be allowed to hold up the scheme unduly.

There is vast scope for railway modernisation overseas. Where there are sufficiently high traffic densities to justify the capital cost, electrification produces spectacular results. The most modern form of electrification is the high voltage industrial frequency system which has been adopted by British Railways.

A considerable number of railways overseas, where traffic densities do not warrant electrification, will be modernised by diesel traction. This means that there are immense export opportunities for British manufacturers of electric locomotives and electrification equipment and diesel locomotives and power equipments, such as diesel engines and transmissions.

An estimate of the export potential among other countries that are bent upon bringing their own railway systems up to date gives £200,000,000 as the value of orders which can be won over the next few years. But they can be won only by demonstrating conclusively that Britain is making her own modernisation scheme an outstanding success.

An Eastern Region multiple unit railcar and trailer supplied by D. Wickham and Co. Ltd. Some 4,000 diesel multiple-unit vehicles are now in service with British Railways

Australia—one of the forty 3,820-h.p. 1,500-volt D.C. electric locomotives which have been built by A.E.I. for New South Wales Government Railways

India—twenty of these 625-h.p. diesel-hydraulic locomotives have been supplied by the North British Locomotive Co. Ltd., to the Western Railway, for the desert sections in the Kutch Peninsula

South Africa—a 5 El Class, 2,200-h.p., 3,000-volt D.C., electric locomotive being completed for South African Railways. A.E.I. have received orders from South African Railways to supply 345 electric locomotives and 350 sets of electrical equipment for multiple-unit trains

Nigeria—(right) one of the twin-unit diesel railcar sets supplied for service with the Nigerian Railway Corporation by The Drewry Car Co. Ltd.

Rhodesia—thirty-five 2,000-h.p. diesel-electric locomotives have been built by English Electric for the 3-ft.-6 ins. gauge Rhodesia Railways

Spain—on right is one of the seventy-five English Electric 3,600-h.p., 3,000-volt D.C., electric locomotives operating in mixed traffic service

MOTORING

STIFFER DRIVING TESTS?

Motoring in a car with dual headlamps; and other topics

By COURTENAY EDWARDS

The driving test has once again become a subject of motoring controversy. A national newspaper has suggested, in a leading article, that the Minister of Transport should allow approved driving schools to recommend the issue of full driving licences to qualified pupils. It was argued that this would greatly relieve the pressure on the official examiners who are still having to cope with a backlog of about three months. I rang up Mr. Ronald Priestley, chief instructor for the British School of Motoring—biggest in the world—and asked him what he thought of the proposal.

He is dead against it. "It wouldn't work," he said. "It would lead to all kinds of trouble. For one thing, driving schools would always be exposed to the suspicion that they were giving pupils more lessons than they really needed in order to make bigger profits." Mr. Priestley said the present system ensured independent and impartial tests because the examiners were carefully chosen and specially trained. He thinks that on the whole they do a very good, honest job.

A recent happening at Surbiton, Surrey, did nothing to inspire confidence in the ability of driving schools to decide when a beginner can drive well enough to justify throwing away his or her "L" plates. I refer to the case of the examiner who was so frightened by the driving of the woman candidate he was testing that he told her to stop, got out and walked home. The woman, being a learner, could not drive the car back to her driving school without being accompanied by a licensed driver, so she was stranded until someone was sent to fetch her! My own strongest feeling about the driving test is that it is not stiff enough and that in the interests of road safety it should be drastically revised and brought closer to the standards laid down by the Institute of Advanced Motorists.

Having to make a number of long journeys I recently borrowed a 1961 Humber Super Snipe. It was a good choice, especially in view of the fact that much of this long-distance motoring was done after dark, when the Snipe's dual headlamp system proved a boon. This Rootes Group car—the most luxurious model the Rootes brothers have ever built—was the first in Britain to go into production with four headlamps. They are so good I predict the idea will be borrowed by other manufacturers before long. The Snipe's four headlamps give far better lighting than the 1960 model, whether the lamps are dipped or on full beam. With all four lamps switched on you get a total of 150 watts, an increase of 30. Dipping extinguishes the 37½-watt inner lamps and switches on a dipped 50-watt filament in the outer lamps in place of the 37½-watt filament used for main-beam driving.

So in the dipped position you get 100 watts of well-spread light instead of only 72. My Snipe had the Borg-Warner automatic gearbox, which worked very well. When I complained to a Rootes Group representative that it was awkward not being able to hold second gear on a long drag or for braking, he was justifiably indignant. "But you *can*!" he exclaimed in a withering tone. "You simply press down the gear-lever. It's much better than having to pull out a knob under the fascia." I had to agree. Slightly nettled, I rapidly changed the subject and peevishly pointed out that on a car that was admirable in almost every other respect it would be a good thing if the front passenger's door could be made to open from the inside. "I suppose you've left the safety-catch on," he said. I had. After he had moved a little switch on the edge of the door, put there to prevent children opening the door accidentally, there was no trouble at all. I promised that when next I borrowed a car for road test I would read the instruction book more carefully!

The Snipe is a comfortable, well-finished, luxuriously-upholstered six-seater powered by a smooth, quiet, over-square engine of 2,965 c.c. developing 129½ brake horse-power at 4,800 r.p.m. and giving a top speed of about 95 miles an hour. The Girling disc brakes on the front wheels inspire such confidence that the Snipe's high cruising speeds can be fully exploited. I liked the vacuum-operated servo unit which makes the brakes sensitive to light pedal pressures and I found the powered steering useful in town. On the open road it was too low-geared for my liking. The Snipe costs £1,489 (including £439 tax) in basic form. Automatic transmission costs £149 extra, powered steering £50 and reclining front seats another £50.

Demonstrating the new Autovista petrol pump

British Petroleum have announced a revolutionary new petrol pump—the Autovista—which should save motorists time and ease congestion at filling stations. The Autovista serves different grades of petrol through a single hose and has a collection of dials, showing quantity, grade and price, which can be easily read by customers without getting out of their cars. The pump can be pre-set for different values and quantities and will encourage motorists to order petrol by the pound (sterling) rather than by the gallon. They will save time by ordering, say, £1-worth of petrol instead of four or five gallons. I saw the new pump demonstrated at Leavesden, Herts, where the de Havilland Engine Company are manufacturing it. "The first units will be installed in a few months' time at B.P. stations in Italy," I was told. "They will be brought into use in the U.K. later this year."

Much of the congestion at present-day filling stations is caused by the need for a motorist to pull up opposite the pump dispensing the particular brand of petrol he requires. Although a survey has shown that motorists spend only two minutes, on average, having their tanks topped up, one in every six also need oil, water, air or some other service. The Autovista dispensing system makes it possible for the next car in the queue to be served right away with whatever grade he requires instead of having to wait until the car in front has moved on.

It may not be long before Britain adopts a standard method of measuring vehicle noise which would be accepted by the courts in certain kinds of prosecution. The lack of an approved standard has for long handicapped the police in dealing with offensively noisy vehicles among which open-exhaust, inconsiderately-ridden motor-cycles and badly-maintained diesel-engined lorries have probably been the worst offenders. The British Standards Institution has been studying the problem with the help of a special committee including representatives of the Transport Ministry, the motoring organisations, the motor and motor-cycle industries and the Medical Research Council. They have produced a draft British specification and circulated it to interested bodies with a request for comments by February 10. It is based on a noise test of moving vehicles, to include transmission noise, and a full-throttle acceleration test is provided for.

Briefly. . . . Hire purchase payments on cars may now be spread over three years but a 20 per cent. down payment must be made as in the past. . . . Members of the Finance Houses Association have agreed to restrict the payment period to two-and-a-half years and call for a 25 per cent. deposit for cars more than three years old. . . . Vehicle production in Germany exceeded 2,000,000 for the first time in 1960. Car output, at 1,816,771, showed an increase of nearly 21 per cent. and car exports were up nearly 13 per cent. . . . France built 1,145,000 cars last year (an increase of 69,000) and exported 42 per cent. (compared with 47 per cent. in 1959). . . .

Brighton is planning to install 1,095 parking meters on the sea front with charges of 2s. for four hours and 4s. for eight. . . . Henleys, the big London car firm, has introduced a servicing scheme under which a Land-Rover is sent to customers' homes or offices to save them the trouble and time of taking their cars to a garage. . . .

I did not get to the Brussels Motor Show this year. Had I done so I should have made a special point of visiting the stand showing Russia's new baby car, the 746-c.c. Zaporozhetz, which has its air-cooled, V-4 engine mounted at the rear, with independent suspension. I should say this was the car's first appearance in Western Europe. It is being built in the Komunard factory at Zaporozh. . .

En route to Monte Carlo, the eventual winners, Maurice Martin and Roger Bateau, of France, in a Panhard, pass through a level crossing at St. Agrève, near Valence

MONTE CARLO RALLY

There was a French sweep in this year's Monte Carlo Rally won by a Panhard, driven by Maurice Martin and Roger Bateau. Panhards also took the next two places, driven by Walter Loffler and Hans-Joachim Walter, of Germany, and Guy Jouanneaux and Alain Coquillet, of France. The only consolation for Britain, which had one of its poorest showings in the Rally, was the victory, in the Coupe des Dames, by Mrs. Anne Hall and Miss Valerie Domleo in a Ford, with last year's winners of the ladies' trophy, Miss Pat Moss and Miss Ann Wisdom, in an Austin A40, third. Highest-placed British competitor was Peter Harper, who, with his co-drivers, finished in twelfth place in a Sunbeam Rapier. He made the fastest time in the final test of the gruelling rally—three timed laps over the two-mile Monaco Grand Prix circuit—with one lap in 2 mins. 15·1 secs., an average of 53.3 m.p.h. Of 120 cars eligible for the final test, only 21 were British out of 110 British starters. But, although weather conditions were generally good, competitors starting from Glasgow appeared to have been unlucky. More than half were forced to retire in France by bad weather. The 300 competitors in the Monte Carlo Rally started from eight different points in Europe.

Mrs. Hall and Miss Domleo in a Ford Anglia take a hairpin bend at St. Auban in the Alpine section and **right:** with their car before leaving Paris

Miss Pat Moss and Miss Ann Wisdom reach Monte Carlo

The highest placed British driver, Peter Harper (left), with his co-drivers, Raymond Baxter and Peter Proctor

INDUSTRY AND THE STOCK MARKET

FEWER BICYCLES

By "THE SPHERE" CITY CORRESPONDENT

Ten years ago the bicycle industry seemed well set for a long run of prosperity and large sums of money were spent on extending productive capacity. In 1951, 4,000,000 machines were produced but soon afterwards a decline set in, gradually at first, more sharply after 1955, and last year's total output was only 2,000,000 bicycles. Most of the famous names in bicycles have been swallowed in amalgamations so that 80 per cent. of the industry is now gathered under one roof—the £192,000,000 Tube Investments group.

Raleigh Industries, which had been Tube's main competitor, had itself absorbed Rudge-Whitworth, Triumph, Hudson, Sunbeam and B.S.A.'s cycle side, but in 1958 it suffered a steep fall in profits. Last year it was taken over by Tube which has thus become the biggest bicycle maker in the world. It is also responsible for the entire British output of mopeds. The famous names in its stable include Hercules, Sturmey-Archer gears, Sun and J. A. Phillips. Bicycle- and moped-making is only a small part of Tube's activities, which range from making steel to bus seats, kitchen equipment and road signs, as well as controlling the British Aluminium giant.

The only other remaining bicycle-making company with its shares quoted on the Stock Exchange is Enfield Cycle Co., of Redditch. It also makes "Royal Enfield" motor-cycles and mowing machines. Other names in the industry, all private companies, are Coventry Eagle, Daws, Viking and Ellswick Hopper. The most powerful company supplying accessories to the industry is Joseph Lucas whose "King of the Road" and "Cyclealities" trade names are well known to most cyclists. Bluemel Brothers is also prominent in this field. In the bicycle retailing business two of the most successful companies are Halford Cycle Company and Currys.

The hard blows struck at the bicycle industry come, perversely, from the very conditions that have boosted demand for nearly all other consumer goods. Higher incomes mean that the economy of cycling has less appeal and motor-cars, motor-cycles, scooters and power-assisted bicycles are within the reach of hundreds of thousands who would formerly have been content to pedal. Another reason for the bicycle's fall from grace may be that it is about the only mechanical vehicle that has not changed in essentials for sixty years. It is still chain-driven through gears, has virtually no springing and a seat that the most ardent cyclist could scarcely call comfortable. True, the modern machine is lighter and sleeker than its predecessors and braking is surer, but it has undergone none of the radical changes that have revolutionised motor vehicles. If new models offer few improvements, there can be little incentive to replace existing machines and the sturdy construction of British bicycles usually means a life of at least ten and often twenty years or more.

On the export side, the popularity of British machines has brought its bitter reward; tariff walls have been raised against them in some countries and they have come under a total ban in others to allow local manufacturers freedom from outside competition. Even so, the industry has fought back bravely. About three-quarters of total production is sold abroad, although the 1960 figure of some 1,500,000 machines is 500,000 below that of 1956. Canada, Nigeria and Rhodesia have been particularly good customers.

The bicycle was invented about 120 years ago in Scotland but was not sold commercially until 1865 when a Frenchman patented the type that became known as the "boneshaker." In Britain, the Coventry Sewing Machine Company accepted an order to make 500 of these machines for France but on the outbreak of the Franco-Prussian War the contract was cancelled and the company had to find a market for them. This led to the establishment of the trade in England. Over the next fifteen years other firms entered the field and the "Ordinary" or "penny-farthing" bicycle was developed with a big front wheel to increase the gear ratio. In 1885 the "safety" bicycle, similar to that made to-day with chain-driven rear wheel, was marketed by the Rover Company. Four years later John Boyd Dunlop introduced pneumatic tyres and cycling gained enormously in popularity. It is estimated that there are about 9,000,000 machines on the roads of Britain to-day.

But what is the future for the bicycle industry? Three years ago most people believed it to be moribund. The closure of so many overseas markets and the fall in home sales seemed to presage an end to bicycle making in Britain. Now, a less pessimistic view is taken and it is believed that output can be maintained at roughly the present level, particularly if hire purchase curbs are relaxed. Manufacturers are looking increasingly to the "teenagers" as potential customers, those "new rich" who have helped to swell the profits of the multiple tailors, the gramophone record makers and other entertainers and industrialists. They believe that the post-war birthrate bulge, now reaching cycling age, may provide them with much new custom. And despite difficulties in selling abroad, there is a considerable unsatisfied demand for bicycling in Africa. But the most likely further developments are the amalgamation of the remaining small firms into bigger units and a further switch from bicycle-making to production of mopeds and other variations of power-assisted vehicles.

COMPANY MEETING REPORT:

TATE & LYLE, LIMITED

Reversal of Hiving-off Operations Contemplated

Sir Ian D. Lyle on Discriminatory Trade Barriers

In the course of his statement at the annual meeting of Tate and Lyle, Limited, the Chairman, Sir Ian Lyle, referred to the confused state of the world sugar situation, resulting from the exclusion of Cuban sugar imports by the United States and to pressure both on the home and export markets of surplus Continental sugars.

Competition in export markets would affect refinery output and consequently employment. The effect on profit was less serious because the least profitable markets where margins were very slender were the first to go.

Competition in the home market from bounty-fed sugar could not be met effectively by price alone. Better service, better quality and greater variety were all equally important, and it was on these that the group was concentrating.

GROUP ORGANISATION

After a brief survey of interests in Canada, the West Indies and Rhodesia, Sir Ian turned to the effects of the hiving-off of the group's interests carried out in 1949, when nationalisation of sugar refining was threatened. This had led to the creation of three companies, Tate and Lyle, Tate and Lyle Investments, and Silvertown Services, which controlled the group's interests in sugar refining, raw sugar production, shipping, lighterage and road transport.

No grave disadvantage had been suffered from the financial independence of the units, but expansion since hiving-off had had to take place in the company where cash had been available or which had been suitable from tax considerations. This had resulted in a "somewhat untidy picture."

While there had never been any conflict of interest between the three companies, as three Boards in one they had found it difficult on occasions to separate their responsibilities. Immediately after the hiving-off there were no such difficulties because there was a common list of shareholders to all three companies, but inevitably this had changed. This gave rise to a fear that the companies might drift further apart and have different Boards with different policies. This would be to the detriment of all, and it was thought that some action should be taken to prevent it at a time when the group had a common purpose, a common policy and a large common shareholding.

"It is our intention, therefore," Sir Ian stated, "in the coming months to examine ways and means of bringing financial and administrative control of the various units back to the same intimate conditions that already exist in trading. In undertaking this, we cannot simply ignore the fears that we had in 1949 about nationalisation, but at least the threat of a further grab has become more remote. Provided, therefore, we ensure as far as possible that the constituent parts can still be separately identified and valued, we do not think that we should be taking an undue risk in reversing in some measure the hiving-off operations of 1949."

IMPORTS AND EXPORTS

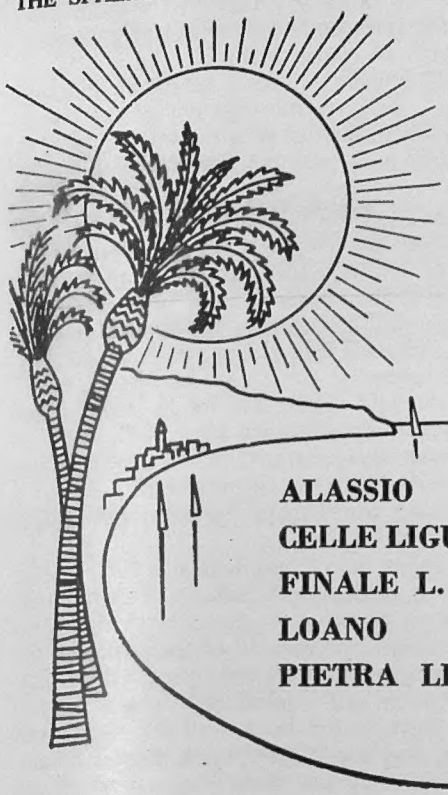
Turning to the nation's balance of payments problem, the Chairman said exhortations to have fun with exports were of frequent occurrence but less was said about the importance of saving unnecessary imports. There were no United Kingdom barriers to the import of foreign refined sugars. This would not matter if the resulting imports could be matched by exports. But of the foreign refined sugar sold here last year, over 99 per cent. came from countries which completely and absolutely prohibit the import of British refined.

A special case of this was Ireland, which had "found a way of milking the British Treasury" by abuse of the Empire duty scale.

The Government had done nothing to ease the way for the industry, as an exporter, by fighting against trade barriers overseas against British sugar.

Sir Ian Lyle went on to say that he was pleased to see the opinion that direct taxation, both of companies and of individuals, was a disincentive to initiative and risk-taking, and thus a brake on the export drive. It seemed fantastic, he said, that more Government spending was threatened and no reduction in taxation was forthcoming as promised at the election. He hoped that if an overall reduction was not possible there would at least emerge a definite swing to indirect taxation. This would be particularly welcome in the case of executives in the surtax range, who had been particularly hard hit in the past years. The group had to rely very largely on the efforts of men in this class, and it had been impossible to reward them adequately owing to heavy taxation.

The report and accounts were adopted.



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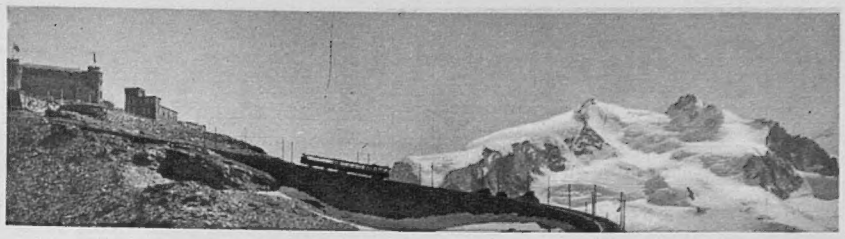

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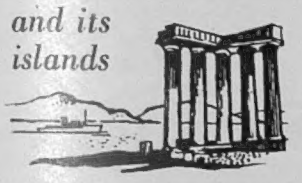

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GOOD LIVING

By Ganymede

The good name of Champagne is apparently once more protected, after legal battles in the courts in London. As most of my readers must be, I am pleased about this. It is undeniable that there are many other good sparkling wines made in France and other countries, but these, even when the same method of manufacture is used, are different. The types of grape, the soil and the climate are not the same, and therefore the resulting wine cannot be the same. However they have their place, some of them are very good value indeed, and find a ready sale under their own, proper names. I was pleased about the outcome of the fight, not only because I regard it as a victory for the maintaining of values, but also because I like Champagne.

Strange as it may seem, I also like milk. I like it in its natural, unadulterated form, and I feel a great sympathy for the various organisations, led by the Royal Association of British Dairy Farmers, the National Dairymen's Association and the Milk Marketing Board, in their struggle against substitutes. It is hard to believe when there is plenty of good, wholesome, natural milk available in this country that many caterers use so-called " filled milk " not only for cooking but for serving in tea and coffee.

Filled milk consists of skimmed milk to which non-milk, mainly vegetable, fats have been added. It is sold in powder form in tins and only needs the addition of water. I understand it is a good imitation, in so far that its taste is very similar to the real thing.

Regulations have been framed to control the use of filled milk; these are to come into force next September. They make it compulsory that its ingredients should be described on labels and in advertisements, but caterers need not declare its use. This is what the organisations concerned are worried about, mainly for the reason that this laxity would cost the dairy industry a great deal in lost sales of milk. The Milk Marketing Board demands that the sale of this " inferior substitute " should be banned altogether, while the National Dairymen's Association would be satisfied if the public were told when they are given the substitute.

I am in favour of a complete ban such as exists in many other countries including France, Germany, Belgium, Switzerland, Australia, and forty-two of the United States. Filled milk is useful in those parts of the world where there is not enough cow's milk produced and where, owing to the existing low standards, it cannot be imported, but do we need it in this country with an annual milk production of 1,800,000,000 gallons? The *Farming Express*, the spokesman of the campaign against filled milk, has enlisted the support of many M.P.s.

Before the invention of custard powder, another substitute, custard, was made only of milk and eggs. To-day, the majority of the public only thinks of the yellow-coloured powder out of a tin when custard is mentioned. The same degradation must not befall milk.

I mentioned earlier in this article the less-known sparkling wines, especially those made in France, outside the Champagne region. They are produced in nearly every one of the important wine-growing districts, and in their own way reflect the main characteristics of the area, in each case very different from those of Champagne. The most important reason for this is perhaps the chalk soil and the northerly climate of Champagne which is unique in France.

Sparkling Burgundies, both red and white, are made but, because they are rather sweet, they lose their resemblance to the still wines of Burgundy. This does not diminish their popularity, especially of the red, although they are not dry enough to be enjoyed with a meal. I have not come across any sparkling wines from the Bordeaux region, but they exist and are drunk, at least locally.

The valley of the Loire produces many excellent still table wines, and some sparkling ones. Saumur is the most famous of these latter, and Vouvray a close second. Near Saumur, at the cellars of the firm de Neuville et Cie, I was shown round by the head of the company, the Comtesse Fleury. She explained that in addition to fully sparkling wines, they also produce what the French call " *pétillant*," which has less fizziness, and fewer bubbles. I have tasted both, and was very taken with the Royal Saumur Pétillant and the Royal Anjou Rosé Pétillant, both labelled " *Demi Sec.*" While they are fairly dry and refreshing, they have not lost the fruity flavour of the grapes. They also produce wines with the full sparkle, Sparkling Saumur, " Brut " as well as " Demi Sec," and Sparkling Anjou Rosé. Not far from there, M. Raoul Diard makes a charming Vouvray Pétillant. With a gentle prickle and fine fruitiness, it is a little less dry than Saumur. All these are shipped by J. B. Reynier, and are sold here at about £1 a bottle.

Even cheaper, at 17s. 6d. a bottle, another excellent sparkling wine—shipped by G.E.V.S.O. Ltd.—comes from much farther south, and contains more sunshine. I came across it accidentally, when I was visiting Carcassonne, the famous walled town. Not far from there we stopped for a drink in the ancient town of Limoux. The drink was Blanquette de Limoux, fruity-rich, and most refreshing. Next day we visited the co-operative cellars where it is made under perfect conditions, by an adaptation of the *méthode champenoise*. It has an impressive history. Blanquette was first mentioned in a document dated 1544, and can claim to be one of the oldest sparkling wines in the world.

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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, *Ingram House, 13–15, John Adam Street, London, W.C.2.*

JANUARY AND FEBRUARY are traditionally the months for winter sports holidays and many families make an annual journey to the resorts in Switzerland and Austria to ski, skate or just to enjoy the atmosphere created by snow and sunshine.

How many of my readers know, I wonder, of the winter sports resort in Scotland ? Many of them probably cannot afford the expense of a Continental ski-ing holiday, yet would like to try their hand at it if they knew somewhere they could go. Let me introduce them then to the Cairngorms, between Inverness and Aberdeen, now a flourishing ski-ing area. For some years keen skiers have been travelling north to these mountains, but they have had to make their own sport without any modern aids to help them. Then the Cairngorms Winter Sports Development Board was formed, with the object of establishing a national winter sports centre in the area, particularly for the young people. An appeal was launched and already a ski-lift is being built and road communications improved. Many further improvements are in hand or being planned and, in all this, the hotels of the area have played a considerable part.

So, if you can manage a week's holiday or more, take the train to any of the towns or villages in the Badenoch or Strathspey area and enjoy a different kind of Scottish holiday.

For those unfamiliar with the area I have some hotel recommendations where the skier—expert or novice—will be well looked after.

CARRBRIDGE—*Carrbridge Hotel.* Tel.: 202. A prominent landmark at the junction of the main Perth-Inverness and Grantown-on-Spey roads and with the railway station close by, this fifty-five-bedroomed hotel is well placed for winter sports enthusiasts. Well run on very personal lines and with its own dairy farm, the accent is on good food. There are a number of private bathrooms.

AVIEMORE—*Lynwilg Hotel.* Tel.: 207. Two miles south of the village on the main road to Perth, this hotel is within easy reach of the Cairngorms. Although its main function is catering for the touring motorist, winter visitors will be equally well catered for—from modernised bedrooms and comfortable lounges to an attractive cocktail bar and a sparkling dining-room.

TOMATIN—*Freeburn Hotel.* Tel.: 205. For a small (eight-bedroomed), reasonably-priced hotel, the *Freeburn* takes a lot of beating. It is efficiently run, with a good standard of food and service and provides excellent value. Sixteen miles south of Inverness, it makes a useful overnight stop, too, at any time of the year.

Writing of the Cairngorms brings to mind a number of other hotels in the area which, although not perhaps open during the winter, are delightful places for a spring holiday.

A tour of the north-east from Inverness brings you first to NAIRN. Here, close by the famous golf course, are two recommendations, both good in their different ways. The *Newton Hotel* (Tel.: 3144/5) is one of Scotland's best country-house hotels and is open throughout the year. Centrally heated, the house itself, as well as the 25 acres of grounds, has everything to offer for a holiday at any time in the notably dry climate of the Moray Firth. The present directorate cater, too, in full measure for the chance caller with *à la carte* menus as well as well-chosen *table d'hôte*.

The *Golf View Hotel* (Tel.: 2301/2) opens in March and practically adjoins the golf course. One of the Eglinton Group, it is well adapted for family holidays, with dancing, tennis, bathing, fishing and sailing. Efficient management has always ensured a high standard of service and general comfort here, so it is little wonder that the hotel is highly spoken of in all parts of the country by guests who stay there regularly.

East of Nairn one comes to CULLEN and the *Cullen Bay Hotel.* Tel.: 211. Standing on the Banffshire coastline, this is a happy, family hotel which is always open and welcoming. A sandy beach and golf course are just below the hotel and we can vouch for the personal interest the owning family take in seeing that their guests are well catered for.

Turning south, ABERDEEN is the next port of call and here the *Northern Hotel* (Tel.: 43342), recently completely refurbished by the owning company, Swallow Hotels, should be noted. Bedrooms and public rooms are painted and furnished in bright, clean colours and the hotel is a welcome introduction to the scenic attractions of nearby Deeside and Donside.

At BANCHORY, on the Dee, and 18 miles inland from Aberdeen, is *Tor-na-Coille Hotel* (Tel.: 40). Its reputation for comfort and cuisine has always been maintained and recent improvements have done much to enhance it. Traffic noise is negligible, for the hotel stands well back from the main road in wooded grounds and overlooks golf course and river. The house is centrally heated and open throughout the year.

ABOYNE is known as the venue of the famous Highland Games. Whatever the reason for your visit to this town, though, make a note of *Birse Lodge Hotel* (Tel.: 53). The short diversion from the main road is well worth while, for the visitor will find an efficiently-run country-house hotel where, in a quiet atmosphere, a speciality is made of traditional Scottish dishes and where, between March and October, all are made welcome.

Passing Balmoral one comes to BRAEMAR, 1,100 ft. above sea-level and set in some of the finest Scottish mountain scenery. At the *Invercauld Arms* (Tel.: 203), the leading hotel in the town, great strides have been made in recent years in the way of complete modernisation of all rooms. If you are in this district from mid-April onwards, make a point of sampling it.

Finally a note of a fine country house, once a shooting lodge, set in a 6,000-acre estate and a holiday resort in itself. Such is *Dalmunzie House* (Tel.: Glenshee 207), at SPITTAL OF GLENSHEE, where the standard of food is very high, the house is charmingly appointed and there is much to do and see in the surrounding countryside.

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